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# Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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## The Paying Off Pendant Flies

# Oldest sea-going ship gets her paying off

## CUMBERLAND BACK TO BIRTHPLACE

### Distinguished 30-year career

**H.M.S. CUMBERLAND**, the oldest sea-going ship in the Royal Navy, which returned to Barrow—her birthplace—last week, is to be paid off into reserve at the end of the year.

To mark the occasion she was accorded a civic welcome, the public was allowed on board, and on Wednesday evening the ship's company was entertained to dinner by the builders.

Very few warships have attained the distinction of being in full commission after 30 years' active service. The only breaks were for modernisation in 1935-6 and a short time in reserve from 1947 to 1949.

Last week **H.M.S. Cumberland** (Capt. H. S. T. Padfield, R.N.) returned to the shipyard of her birth. She was launched by the Dowager Countess of Carlisle from Vickers-Armstrongs' Yard on March 16, 1926, and first commissioned on December 15, 1927.

**H.M.S. Cumberland** is now the oldest sea-going ship in commission in the Royal Navy and the Admiralty has announced that she will pay off into reserve at the end of this year. When built (her hull, machinery and main armament were all constructed by Vickers-Armstrongs) this cruiser of the "County" Class had a speed exceeding 32.6 knots, with a standard displacement of 10,000 tons.

#### RIVER PLATE BATTLE

In more than 30 years, **H.M.S. Cumberland** has had a distinguished career. Most famous was the Battle of the River Plate, which resulted in the destruction of the German battleship *Graf Spee*. Her Battle Honours include Arctic 1942-1943, North Africa 1942, Sabang 1944, and Burma 1945. Of recent years she has been trials cruiser, and has given exhaustive tests to the new 3-in. and 6-in. fully automatic guns designed and developed by Vickers-Armstrongs. **H.M.S. Cumberland** also undertook "pre-wetting" trials against radio-active fallout.

## 10,000 LANDINGS ON EAGLE

**H.M.S. EAGLE** (Capt. J. B. Frewen, R.N.) passed a memorable milestone on October 29, when a *Skyraider* of 849 Squadron made the 10,000th landing by fixed wing aircraft during the present commission. In this 14½-month period nearly 2,000 landings by helicopter were also logged.

At the time of the Iraq coup *Eagle* was carrying out maintenance in Malta and was at 48 hours' notice for steam, but by the great efforts of the dockyard and ship's company she was at sea within 36 hours.

Since February, 1957, *Eagle* has steamed 64,000 miles and has used 215,000 gallons of high-octane aircraft fuel (this would take a 30-m.p.g. car nearly six and a half million miles) as well as 90,000 tons of jet aircraft fuel.

**H.M.S. Eagle** returns to this country to be taken in hand for modernisation, which will enable her to operate the *Scimitar* and the *Sea Vixen*, in 1959.

## Duncan is New Leader of Fishery Squadron

**H.M.S. Duncan**, an anti-submarine frigate of the Blackwood Class, was commissioned as the future leader of the Fishery Protection Squadron on October 20, in the Woolston Yard, Southampton, of John I. Thornycroft & Co. Ltd., under the command of Lieut.-Cdr. P. Gibbons, R.N.

The commissioning service was held on October 21, 1958—Trafalgar Day—an appropriate day as Nelson himself was captain of the fishery protection ship *Albemarle* in 1781.

The *Duncan* will subsequently join the Arctic Division of the Fishery Protection Squadron and fly the broad pennant of Commodore Fishery Protection Squadron, Commodore B. J. Anderson, R.N.

The ship—total complement of about 150 officers and men—was laid down in the Woolston Yard of John I.

**H.M.S. Cumberland**, veteran cruiser, leaving Malta with paying off pendant flying, to return to Britain—September, 1958

## CRASHED SCIMITAR SALVAGED

THE *Scimitar* aircraft, in which Cdr. J. D. Russell lost his life when it crashed over the side of **H.M.S. Victorious** on September 25, was brought in to Portsmouth on October 29 by **H.M.S. Barfoss**, one of the salvage vessels which has been engaged for more than a month in the attempt to recover the plane.

It will be remembered that the *Scimitar* took practically two minutes to sink, and the officers conducting the inquiry will try to discover why the pilot was unable to release himself from the cockpit.

## SECOND SCIMITAR SQUADRON TO HAVE WORK-UP

THE second squadron to be equipped with *Scimitar* aircraft, 807 Squadron, was commissioned at Royal Naval Air Station, Lossiemouth, on Wednesday, October 1. Divisions were inspected by Flag Officer Flying Training, Rear Admiral Campbell, who later handed over the Commissioning Warrant to the Squadron Commanding Officer, Lieut.-Cdr. K. A. Leppard.

Outside the hangar stood two gleaming *Scimitars*, the tail fins of both of them emblazoned with a golden scimitar with a characteristic sweep back to the blade. The emblem is an adaptation of the squadron crest which displays seven swords against a background of the sea. With these two aircraft was a *Fairey Fulmar*, kept carefully preserved by its owners, *Fairey Aviation*, which had been flown from White Waltham by Mr. Matthews for the ceremony. For some time during the war 807 Squadron were equipped with *Fulmars* which were the Royal Navy's first eight machine-gun fighter aircraft. The particular aircraft which visited Lossiemouth on this occasion was the very first to roll off the production line in 1940.

The test pilot, Lieut.-Cdr. Peter Twiss, flew *Fulmars* with 807 Squadron. 807 Squadron will remain at Lossie-

#### MASTER AIRFIELD TASK

At midnight on Monday, October 20, Lossiemouth became the Master Division Airfield for the north of Scotland. The transfer of the task from Royal Air Force, Kinloss, has been necessitated by the closure of Kinloss's main instrument runway to enable a major works item to be undertaken. Being a Master Airfield requires 24-hour operation, day in and day out, and to cope with the increased manning requirement the naval Air Traffic Control staff has been supplemented by a large percentage of the staff from Kinloss. This also applies to such associated services as fire crews, radio and engineering sections.

The two short runways at Kinloss are still serviceable which allows the

airfield to be used to a limited extent. However, the majority of Shackleton flying by the Maritime Operational Training Unit is being carried out at Milltown, Lossiemouth's satellite. The use of the three airfields, and a resultant mixture of differing aircraft types has caused certain traffic problems which only experience can overcome. Both Naval and Air Force personnel are enjoying a new and welcome experience and the opportunity to work together in very close co-operation. The duration of the merger is not yet known.

#### AIR DEFENCE EXERCISE

During Exercise "Sunbeam," the recent annual air defence of Great Britain exercise, Lossiemouth aircraft participated on both sides. The *Sea-hawks*, *Venoms* and *Vampires* of the three training squadrons flew many sorties as simulated bombers whilst the *Scimitar* aircraft of 807 were given a first opportunity of showing their paces as interceptors.

Owing to the closure of Kinloss on October 13 the airfield and its associated services remained at constant readiness for the duration of the exercise.

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## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 26421 (Ext. 2194)

## EDITORIAL

**H**ADLINES in one of the National "dailies" implied recently that the Royal Navy did not possess sufficient ships in commission to maintain Great Britain's interest in the fishing grounds around the coasts of Iceland. With winter "around the corner," those inhospitable waters will undoubtedly be more difficult to patrol, but the sea-going qualities of both the men and the ships of the Fishery Protection Squadron are at least the equal of the Icelandic men and ships, and so long as our fishing fleets are at sea, it is certain that the protection vessels will be at hand to safeguard them and the nation's interests.

This is not to say that the Royal Navy has sufficient ships for its many commitments—far from it. It is said that by 1960 the Navy will be reduced to fleets based on three aircraft carriers and three cruisers. Is such a state of affairs a reasonable risk? In the present state of the world it does seem that the Royal Navy has been reduced to a size which cannot defend these islands and the seas over which must come the necessities of life.

More money and more men must be devoted to our Navy even at the expense of some of the "luxuries" which all would like. The time may come when it will be possible to do away with armaments and to turn the "swords into ploughshares," but the time is not yet opportune.

This month we remember, as an act of gratitude, with honour and pride all those who fell in the service of their Sovereign and their country in two world wars. May this collective act serve to remind everyone that the British way of life has been evolved throughout the centuries by men and women who have done their duty. They can best be remembered and thanked by handing over to our successors a way of life a little better than we found it.

*Blessed is he that hath the God of Jacob for his help and whose hope is in the Lord his God; who made heaven and earth, the sea and all that therein is; who keepeth His promise for ever.*

"Collar sense at last  
Jack . . . that  
certainly is smart!"



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# "Everyone holds memory of Nelson in pride"

## 200th ANNIVERSARY AT SCHOOL AND CHURCH

**T**HE high-light of ceremonies held at the 352-year-old Paston School, North Walsham, on September 29, was the unveiling of a tablet by Admiral of the Fleet Sir George E. Creasy, to commemorate the fact that Admiral Lord Nelson was at that school between 1768 and 1771. The occasion was to mark the 200th anniversary of Lord Nelson's birth.

Sir George, referring to "Nelson, the greatest fighting Admiral of all history," went on to say: "I believe that every British man and woman holds the memory of Nelson in pride and affection." "Here, surely, where he was a schoolboy, he must have acquired the rudiments of the characteristics, of the principles, and some of the moral and physical courage which were to lead him from comparatively humble origins to the ladder of fame, to the glory of achievement and to the triumphant moment of death in the hour of decisive victory."

Before he unveiled the tablet, Sir George inspected a guard of honour provided by the school's Combined Cadet Force. A Royal Marine Band from H.M.S. Ganges gave a display.

Mrs. Marshall, wife of the headmaster, made a huge cake with 200 candles and this was served to the boys of the school next day.

### BURNHAM THORPE CEREMONY

The plaque, made of copper and oak from Admiral Lord Nelson's flagship, the Victory, and a 300-year-old bell which he must have heard many times, were dedicated by the Archdeacon of Lynn at a ceremony in the Parish Church at Burnham Thorpe—where Nelson's father (the Rev. Edmund Nelson) was Rector, on Sunday, September 28.

Rear-Admiral H. G. Thursfield, who is President of the Fakenham Branch of the Royal Naval Association, unveiled the plaque.

Every seat in the church was occupied long before the start of the ceremony, and the congregation included the Earl and Countess of Leicester, Vice-Admiral Sir Edward Evans-Lombe (president of the Dereham Branch of the Royal Naval Association), Brigadier H. Temple-Richards

and Captain J. W. Knight (vice-presidents of the Fakenham Branch), 20 juniors from H.M.S. Ganges, as well as a large contingent of members of the Fakenham R.N. Association.

On Monday, September 29, the actual anniversary of Nelson's birth, local schoolchildren placed a Victorian nosegay on the bust of Nelson in the church.

### Letter to the Editor

## 'They shall grow in our memories'

**S**IR.—It was a very unexpected and happy privilege to be able to once more attend an annual general meeting of the Portsmouth R.N.B.T. and to hear such a fine report presented. To some of us, who knew the aftermath of men killed on active service prior to, and in the early months of, the 1914-18 War, when widows were advised to move into smaller houses and sell part of their furniture before they got much practical help, we rejoice to know those things are of the past and trust they will never return.

We were told by many that the idea of the Grand Fleet Fund was only a mirage, but others had faith in the future, and the Royal Navy of today should be glad to recognise the work of those who still carry on the work of the R.N.B.T. afloat, ashore, in service, or in civilian life.

I would emphasise the necessity of getting first-hand knowledge of the work entailed in one's early days in the Service and I am sure this applies to both officers and men, as one often

sees that remarks are made about the lack of knowledge in this respect previous to taking up an office. Again, when one returns to civilian life, carry on your good work in the R.N.A. and other ex-Service organisations where your work will be appreciated, though, I am sure, often you will feel you get more kicks than thanks, but you will have an inner satisfaction of a job well done.

We are approaching another Remembrance Day and we should remember those who built and have passed on to their rest, and above all we should remember those who gave their all on our behalf.

May they still grow in our memories whether they went centuries ago or whether it was yesterday. Let us in our turn do our best to maintain the heritage they gave their all for us to enjoy, and see to it that none of our comrades or their dependants fall out in the way of life through neglect on our part to do a little when we can.—OLD TIMER.



In June, 1944, President (then General) Eisenhower was taken for a tour of the Normandy beaches in H.M.S. Undaunted, which had just commissioned. Last month this visit was remembered when H.M.S. Undaunted recommissioned, for a signed photograph of the President, showing him at Orley Airport in Paris, was handed to the Commanding Officer, Cdr. R. De la Pasture, R.N., by the U.S. Naval Attaché, Rear-Admiral R. W. Cavenagh

### ROYAL AUSTRALIAN NAVY

Admiralty Fleet Order 2299/58 states that the Royal Australian Navy is seeking the Services of ex-Royal Navy ratings and those whose engagements are shortly due to expire.

Ratings from the Electrical, Radio Electrical, Electrical (Air), Radio Electrical (Air), Sick Berth and Naval Airman (Aircraft Handler) Branches are required.

Ratings would not be accepted until they have been discharged from the Royal Navy at the end of their engagements.

Application forms and full conditions of Service are obtainable from the Royal Australian Navy Liaison Officer, Australia House, Strand, London, W.C.2.

## ROYAL NAVY'S DRAFTING FORECAST

**PARTICULARS** in this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule.

**Volunteering.** Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is normally taken at least four months ahead for General Service and Foreign Service and two months ahead for Home Sea Service and Port Service, applications to serve in ships which are commissioning within these periods are unlikely to have any effect.

### SUBMARINE COMMAND

**H.M.S. Tresspasser**, November, 1958, at Rosyth for service in Portsmouth Squadron.

**H.M.S. Scotsman**, November, 1958, at Devonport for service in Faslane Squadron.

**H.M.S. Grampus**, December, 1958, at Birkenhead for service in the Faslane Squadron.

**H.M.S. Sentinel**, January, 1959, at Chatham for service in Portland Squadron.

### GENERAL

**H.M.S. Urania**, November 18, at Devonport, for trials.

**H.M.S. Termagant**, November 4, at Devonport, for trials.

**H.M.S. Bossington**, November 11, at Portsmouth for Home Sea Service (trials).

**H.M.S. Gambia**, November 4, at Rosyth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Rosyth.

**H.M.S. Solebay**, November 25, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.

**H.M.S. Charity**, November 25, at Cowes for trials.

**H.M.S. Lagos**, November 25, at Chatham for General Service Commission (Home/East of Suez). U.K. Base Port, Chatham.

**H.M.S. Hogue**, November 25, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.

**H.M.S. Mounts Bay**, November 28, at Singapore, for Foreign Service on Far East Station.

**H.M.S. Reedham**, November, at Hythe for Home Sea Service (50th M.S.S.). U.K. Base Port, Rosyth.

**H.M.S. Ausonia**, November, at Malta, for Local Foreign Service.

**H.M.S. Keppel**, December 9, at Devonport, for trials.

**H.M.S. Teazer**, December 1, at Chatham for Home Sea Service.

**H.M.S. Woolston**, December 1, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Fenton.)

**H.M.S. Alert**, December 15, at Singapore, for Foreign Service on Far East Station.

**H.M.S. Leopard**, December, at Portsmouth, for General Service Commission (Home/South America and South Atlantic). U.K. Base Port, Portsmouth.

**H.M.S. St. Bride's Bay**, January 30, at Singapore, for Foreign Service (Far East).

**H.M.S. Cavalier**, January 9, at Singapore, for Foreign Service (Far East).

**H.M.S. Maryton**, January 5, at Hythe for Local Foreign Service (Mediterranean). (Crew ex Lullington.)

**H.M.S. Messina**, January 6, at Chatham, for Foreign Service.

**H.M.S. Loch Fyne**, January 27, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.

**H.M.S. Daring**, January 20, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

**H.M.S. Dainty**, January 20, at Portsmouth for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

**H.M.S. Defender**, January 20, at Chatham, for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

**H.M.S. Bossington**, January, at Portsmouth for Home Sea Service. U.K. Base Port, Portsmouth.

**H.M.S. Sheraton**, January, at Portsmouth, for Home Sea Service. U.K. Base Port, Portsmouth.

**H.M.S. Whirlwind**, January, at Malta for Local Foreign Service. (Refit complement.)

**H.M.S. Caprice**, February 17, at Glasgow, for Foreign Service on Far East Station.

**H.M.S. Chaplet**, February 17, at Portsmouth for Home Sea Service. U.K. Base Port, Devonport.

**H.M.S. Battleaxe**, February 17, at Rosyth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

**H.M.S. Troubridge**, February 25, at Portsmouth for General Service Commission (Home/West Indies). U.K. Base Port, Portsmouth.

**H.M.S. Tiger**, end February, at Clyde, for Home Sea Service trials. U.K. Base Port, Portsmouth.

**H.M.S. Crossbow**, February 26, at Chatham, for trials (Part General Service Commission complement).

**H.M.S. Vidal**, February 17, at Chatham, for General Service Commission. U.K. Base Port, Chatham.

**H.M.S. Delight**, February 24, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

**H.M.S. Laymoor**, end February, at Renfrew for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)

**H.M.S. Burnaston**, March 9, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Hickleton.)

**H.M.S. Rocket**, March 10, at Portsmouth, for trials.

**H.M.S. Enterprise**, March, at Bideford for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.

**H.M.S. Egeria**, March, at Cockenzie, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.

**H.M.S. Yaxham**, March, at Hythe, for Home Sea Service (50th M.S.S.). U.K. Base Port, Rosyth.

**H.M.S. Malcolm**, April, for Home Sea Service (Fishery Protection). U.K. Base Port, Rosyth.

**H.M.S. Puncteston**, April, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Kildarton.)

**H.M.S. Girdle Ness**, April, at Devonport, for Local Foreign Service (Mediterranean).

**H.M.S. Bermuda**, April, at Devonport for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.

**H.M.S. Crane**, April, at Singapore for Foreign Service (Far East).

**H.M.S. Crossbow**, April, at Chatham for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

**H.M.S. Shavington**, May, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Dufton.)

**H.M.S. Belfast**, May, at Devonport, for Foreign Service (Far East).

**H.M.S. Layburn**, May, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)

**H.M.S. Loch Killisport**, May, at Portsmouth, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Portsmouth.

**H.M.S. Leverton**, June, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Thankerton.)

**H.M.S. Dalrymple**, July, at Devonport for General Service Commission. U.K. Base Port, Devonport.

**H.M.S. Scorpion**, July, at Chatham, for trials. (Part General Service Commission complement.)

**H.M.S. Torquay**, July, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.

**H.M.S. Salisbury**, July, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.

**H.M.S. Scarborough**, July, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.

**H.M.S. Tenby**, July, at Chatham, for General Service Commission (Home/East of Suez). U.K. Base Port, Chatham.

**H.M.S. Loch Insh**, July, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.



## Motoring Notes

# IS CAR INSURANCE RATHER A BORE?

ALTHOUGH the annual Motor Show at Earls Court has not produced anything startling in the way of new models, it has maintained its glamorous attraction, and at the time of writing these notes the attendance is reported as being much higher than at any previous show. The easing of credit restrictions and easier money generally is obviously stimulating the car-buying public, and our congested roads are pretty soon going to be more crowded than ever. This inevitably means a higher casualty rate so that some advice on insurance seems to be indicated in this issue.

### Insurance Cover

Most people, when they take out an insurance policy, whether it be on a house, a motor-cycle or a car, or even themselves, treat the whole thing as rather a bore and are obviously thankful when, having more or less completed a proposal form in a haphazard sort of way, they are able to pay the premium and escape. Later on when the actual policy is received it is invariably stowed away without any attempt to study it, on the assumption that you are "covered." Covered for what? I wonder how many of you know.

In the case of motor-cyclists, I wonder how many of you know whether your policy covers your pillion passenger—they rarely do—or your chum if he borrows your machine. Does it cover you whilst driving someone else's cover only or is the machine itself bike? If so, is it restricted to third-party also covered whilst you are borrowing it? The chances are that it is not, particularly if your chum's policy is for the owner only driving.

As for car owners, there are all sorts of snags. Very often you will find that your wife is not covered as a passenger, and, incidentally, if she is injured do not forget she has no redress against you in law. Does your policy cover you against acts by your passengers, such as causing injury to a passing cyclist by opening a door? This type of accident could be a very expensive business.

### Some Snags

For those of you who can be bothered to dig out your policy you might find some very interesting snags. For example, under the heading of "Frost Damage" you may find that it is conditional upon all reasonable precautions being taken having regard to the temperature conditions. This means

that you must either have an adequate solution of anti-freeze in the radiator or else have properly drained it if frost is expected.

Another little clause usually requires you to maintain the car or motor-cycle in an efficient condition. This includes tyres, and the general rule, nowadays, is that if there is less than 5 per cent of tread pattern remaining the tyres are unsafe and in the event of an accident resulting from a skid your claim may well be repudiated.

The valuation of a vehicle in the event of a complete write-off causes much heart-burning to the unfortunate victim who invariably expects to be paid out the value placed on the car when first insured, possibly several years before. The rule here is very clear indeed—you get the current market value regardless of how much premium you have paid. Hence the wisdom of revaluing your vehicle every year, and if you can't be bothered to do this don't blame the insurance company if they take your money.

### Stop Press

As these notes are being written it has been announced that all hire-purchase restrictions have been ended. No doubt some car dealers in the naval ports are already licking their lips at the increased scope this gives them of unloading their over-priced junk on to unsuspecting matelots. Before buying, therefore, let me remind you again to avoid rust like the plague. Remember that pre-war cars are now 20 years old, during which time only a thin coat of paint has had to protect the under surfaces. The dangerous places are underneath the wings where they join the chassis, underneath running boards and particularly all around the back of the car underneath. Finally, remember when counting the cost that it costs at least 30s. per week to run a car before it ever turns its wheels.

A. E. MARSH.

## LAST ACTION OF THE "PETEREL"

SIR,—I am at present engaged in writing the story of the last action of H.M. River Gunboat Peterel at Shanghai in December, 1941. I should very much like to contact any of the ship's company who were serving in her at that time. Also I should like to obtain photos of the Peterel taken if possible at Shanghai as well as others of Shanghai taken either before or just after the war.

To the best of my knowledge the following survived the action and subsequent confinement in P.O.W. camps: P.O. Munn, P.O. Wainwright, C.E.R.A. or Chief Stoker Prince, L./Stoker Usher, Stoker or L./Stoker Smith, Yeo, Sig. Haynes and A.Bs. Williams, Tipping and Mariner.

Usher and Smith were, I believe, Chatham Division, while Williams was locally enlisted from Hong Kong R.N.V.R. I have no knowledge of the port divisions of the remainder. If any of the above named, or anyone knowing their whereabouts, would contact myself at the address below, or Mr. J. W. Cumming, formerly P.O. (Tel.) of H.M.S. Peterel, at 24 Lister Drive, Basgreen, Sheffield, 12, it would be greatly appreciated.

DESMOND WETTERN.

Oxted Place, Oxted, Surrey.

will be usual Sunday routine and amily Night.

The new Commodore R.N. Barracks as promised to look in on one of our neral meetings to have a chat with e members and, we hope, to meet a w "old ships."

Arrangements are well in hand for r 21st anniversary dinner and dance, hich will be on Friday, December 5. Kimbells, Osborne Road. Tickets ill be 12s. 6d. The lists are now open id subscriptions may be paid any ening. There will be more room this ar than last and we are confident e shall be able to accommodate all ho wish to attend, but there is still a nit so the sooner your name goes own the better.

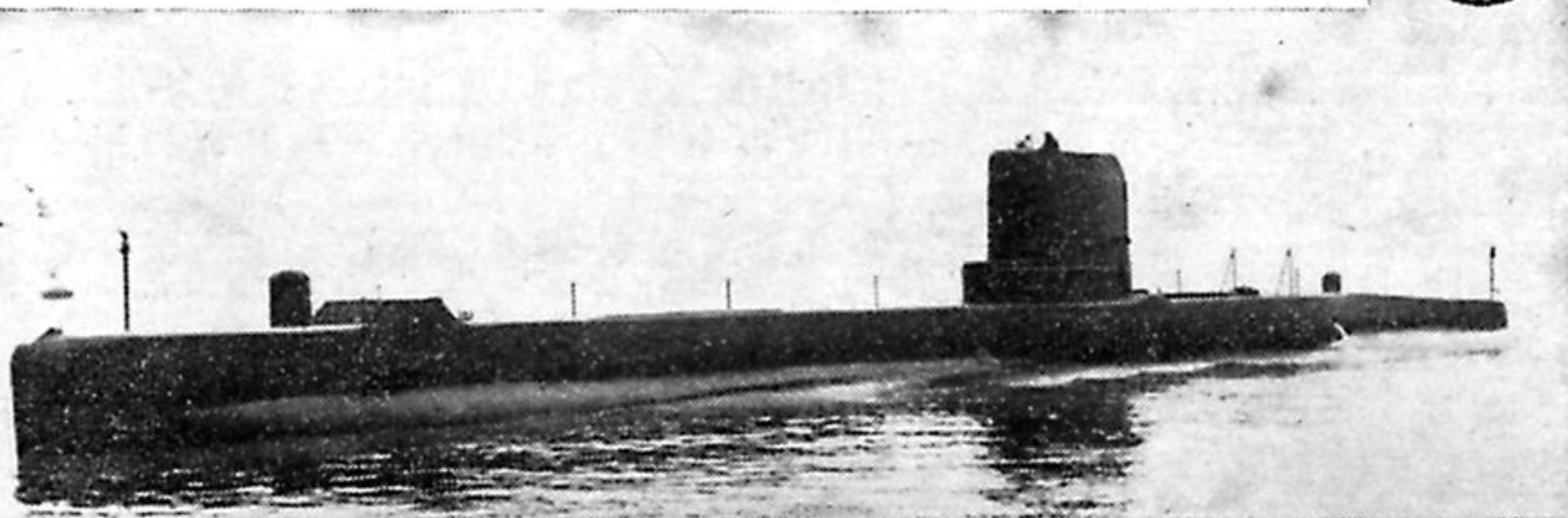
### INDOOR GAMES

Our "chummy ship," Gosport anch, came up with a bright sugges-in recently for a three-cornered

# SHIPS OF THE ROYAL NAVY

## No. 38

## H.M.S. TALENT



H.M.S. Talent is a "T" streamlined submarine. She was laid down in March, 1944, launched in February, 1945, and commissioned on May 26, 1945.

On completion of trials and working up Talent was sent to the China station under the command of Lieut.-Cdr. R. M. Farrel, D.S.C., and later Lieut. R. F. Parks. Thus Talent, although never taking part in an active war patrol, was in the Pacific to witness the surrender of Japan. In 1949 the submarine returned to the United Kingdom and later, during this same year,

went to join the Mediterranean Squadron.

After four years in the Mediterranean Talent returned to H.M.S. Dolphin and then on to Chatham dockyard to refit. There she met with considerable publicity when the dock caisson failed during high tides and strong winds, and the submarine was swept out of the dry dock into the Medway, drowning two dockyard workers. However, despite this setback Talent successfully completed the refit, and was converted into a modern streamlined submarine.

In February, 1956, Talent commissioned again, and under the command of Lieut.-Cdr. Wilmot, joined the Portsmouth Squadron. During the month of June, while operating at periscope depth in poor visibility in the Channel, a fast tanker was seen at the last moment approaching the submarine. Talent dived deep, but the tanker, being one of the new large

ones, struck the submarine, causing extensive damage to the fin superstructure and periscopes. The tanker carried on unaware that it had had a collision, while Talent, with her watertight integrity unimpaired, was able to return to Portsmouth. After repairs in Devonport she was able to continue operating with the Portsmouth Squadron and won the efficiency cup for 1957.

Talent is now preparing to join the Home Fleet, after undergoing a long refit in Malta, under the command of Lieut.-Cdr. H. M. Ellis.

The ship's crest is very distinctive, consisting of a blue background surmounted with a saltire couped white and a pair of golden scales. The explanation is in allusion to the original meaning of the name (viz., a balance), and to the parable of the 10 talents. The motto is "Death to Hide," from the poem by Milton which was written about his blindness. "And that one Talent which is death to hide."

## DID YOU EARN A MEDAL?

A REQUEST has been received from members of a mess in H.M.S. Newcastle asking whether the ship's company of H.M.S. Newcastle in 1954-55 are entitled to the Naval General Service Medal (Malaya) or the United Nations Service Medal (Korea).

It has been ascertained that, for the Naval General Service Medal (Malaya), the sea-going qualification is to have patrolled off the Malayan coast for 28 days inclusive from June 16, 1948, in support of operations against bandits. There are also several other qualifications, and reference should be made to Admiralty Fleet Order 612/58 which gives full details of the method of applying for the medal.

H.M.S. Newcastle is included in the list of ships which qualify for the United Nations Service Medal (Korea). The qualification for this medal is to have served between June 27, 1950, to July 27, 1954, within the territorial limits of Korea and adjacent waters. Applications for this medal should be made through one's Commanding Officer on form S540 to the Director of Navy Accounts, Branch 3a, Admiralty, Bath.

## A "TYPHOON" FOR TOWING

THE first of a new class of ocean tugs to be built for the Admiralty was launched from the shipyard of Messrs. Henry Robb & Co. Ltd. Leith, on October 14. The class is an improved version of the Bustler tugs, of which the Turmoil is an illustrious member. They have a length overall of 199 feet, beam 38 feet 6 inches. Extensive tank tests were carried out by William Denny & Bros. Ltd., Dumbarton, before the design was developed by Henry Robb & Co. Ltd.

Typhoon is propelled by two diesel engines, manufactured by Messrs. Vickers-Armstrongs Ltd., of Barrow-in-Furness, geared to a single shaft with a controllable-pitch propeller, which is an innovation for Admiralty ocean tugs. She will be fitted with the latest equipment for fire fighting, salvage and ocean rescue.

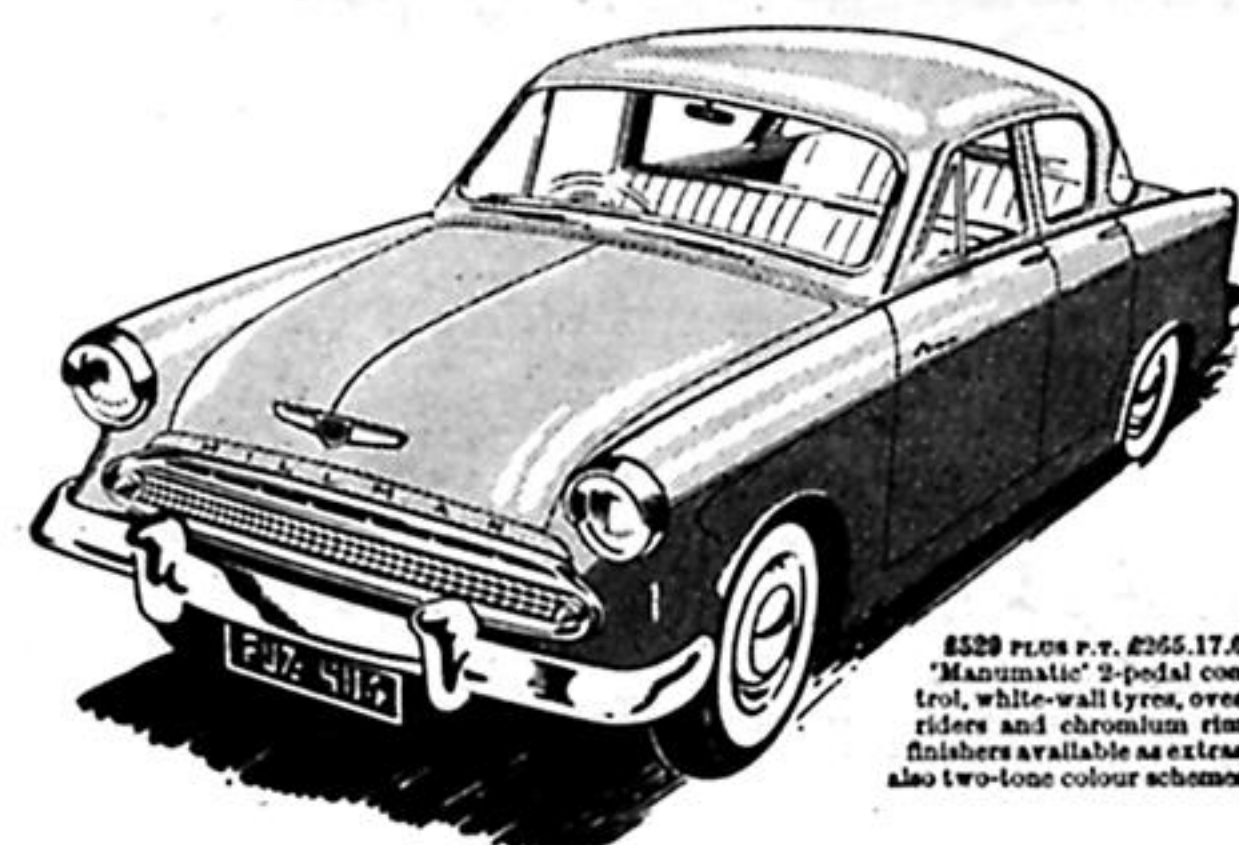
nearer neighbours.

### STAG PARTY

In response to popular demand we have had a return visit of "Cinderella on Vice," but this was strictly a stag party, the womenfolk having been conveniently packed off to a theatre show at H.M.S. Sultan for the evening.

Our collection of foreign stamps for the boys and girls at the Naval Orphanage is proving most successful and we are very grateful at the response we are receiving. The youngsters are getting a big thrill out of it and send such charming letters of thanks. If members still have some of their youthful collections dig them out and bring or send them to us, they can still give a lot of pleasure to a lot of unfortunate children. Our indefatigable almoner, Shipmate Pimlott, has taken on the unofficial appointment of "Uncle Charlie" to meet these kids and is doing a grand job.

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See also HILLMAN MINX CONVERTIBLE, MINX SPECIAL SALOON and the DOUBLE-DUTY HILLMAN HUSKY.

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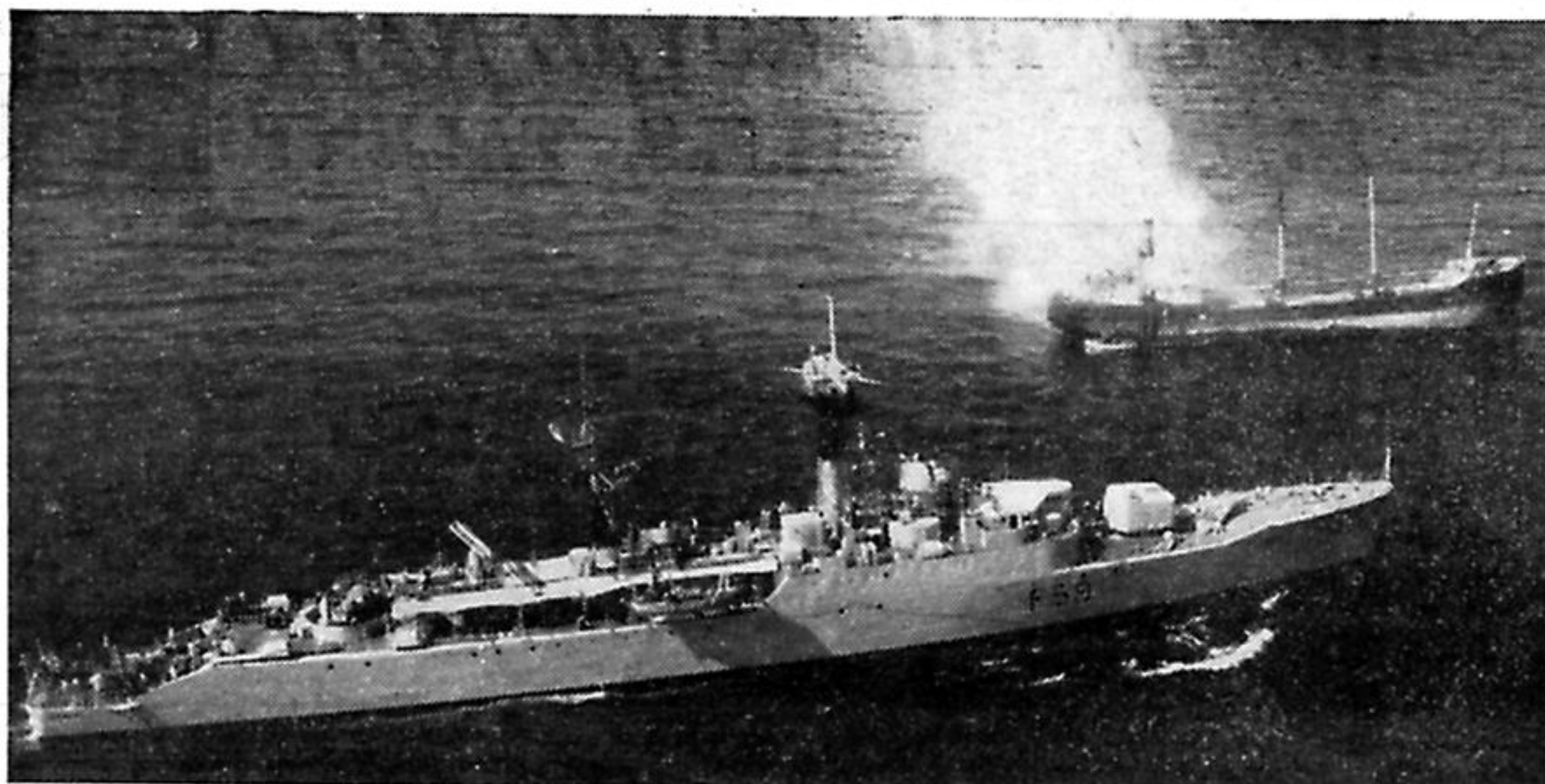
ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

## St. Nazaire book accuses Navy

"Cockleshell Heroes" author, C. E. Lucas Phillips, has some controversial things to say about the failures at St. Nazaire (which produced five V.C.s.) in his brilliantly inspiring account of that raid. Heinemann publish at 18s. under the title:

## The Greatest Raid of all





H.M.S. Chichester with the burning Concha in the background

## WRENS' GRANDSTAND VIEW OF DRAMA AT SEA

### Witness rescue of merchantman's crew from their blazing ship

When the frigate H.M.S. Chichester, 1,738 tons, went to the rescue of the crew of the Costa Rican merchantman Concha, 15 Wrens from H.M.S. Harrier who were on that particular day putting in some "sea-time" on Chichester had a magnificent grandstand view of the incident.

It was while the Wrens were doing a tour of the bridge, the wheel, engine rooms, messes, laundry and the ops room that the "buzz" developed that their ship was speeding to the help of a vessel in distress.

Lunch and routine were forgotten. Officers and ratings flocked to their stations. The life-boats were in readiness and the fire equipment was brought out. The remainder of the crew who were not immediately necessary for the operation went forward in order to catch the first glimpse of the distressed vessel.

#### FULL SPEED AHEAD

Smoke could be seen on the horizon. "Full speed ahead" came the order from the bridge and rapidly the Chichester

approached the burning Concha. Six of the crew were in a small life-boat alongside the vessel trying to fight the fire with a hand pump. Apparently there had been an explosion in the engine room, and fire quickly spread through the ship and on arrival of H.M.S. Chichester smoke was billowing from the holds. The Chichester life-boat crews sped quickly towards the vessel, boarded her and tried to control the fire. H.M.S. Chichester went closer to the Concha and water was played upon the flames.

For an hour the fire continued to spread down into the holds of the vessel, forcing the men farther away from the fire and nearer to the side of the vessel. The Chichester fire parties battled on but were losing the battle as the hungry flames licked the paint and dry timber off the side of the vessel. The heat could be felt by all on board the frigate.

#### ENGINE ROOM EXPLOSION

"Boom," an explosion occurred once more in the engine room and everyone took to the boats. Even the captain leaped overboard thinking his ship could not be saved. During that hour the Concha had listed a good 10 degrees.

By that time the Sea Venoms from the morning exercise and a Naval helicopter had arrived on the scene. Also on the horizon were several other vessels heading towards the burning vessel.

On board excitement ran high. The sailors were betting among themselves that the Concha would or would not sink.

#### ANTI-CLIMAX

As the tug Sheila from Milford Haven and the Admiralty Harbour Vessels Empire Metta and Empire Rosa from Pembroke Dock drew nearer the flames died down. That enabled the Costa Rican crew, refusing naval assistance, to reboard their vessel. The tug Sheila stood by to give assistance if needed. The Chichester crew, as excitement died, went about their usual routine occupations once again. Lunches that had been forgotten were eaten whilst the frigate stood by in case of sudden emergency.

Captain Cole, of the Concha, realising that refusing assistance was hopeless, passed word to the tug Sheila to take Concha in tow.

The last seen of the Concha by the Chichester crew was the vessel, listing badly, being tugged slowly towards Milford Haven by the tug Sheila. Following astern of the vessel were Empire Metta and Empire Rosa.

As the warm friendly sun sank in a red glow H.M.S. Chichester sailed into Milford Haven. The ship's company and the Wrens experienced an anti-climax after a very exciting and unusual day, which would be remembered by the Wrens for a long time.

As day closed the procession proceeding to Milford Haven was split. The Concha slowly up-ended and sank in 24 fathoms south-west of the island Grassholm.

Night closed in and nothing could be seen of the day's happenings but the impression of "Life at Sea" imprinted on the minds of those 15 Wrens of H.M.S. Harrier will always remain with them. K. S. AYRES, Wren (R.P.)

### Every mickle makes a muckle

THE truth of the old Yorkshire saying, "Every mickle makes a muckle," was amply illustrated on Trafalgar Day, when the Gosport and must be one of the best narrows in the Commonwealth. The Squadron have made full use of this in both pulling and sailing regattas which take place regularly every week-end. Our successes have been strictly limited, but it is a poor week-end that doesn't see about three teams competing in the various classes.

#### PLASTIC DINGHY

The Royal Canadian Navy have produced a new plastic dinghy, Bermudan-rigged in Terylene. These are extremely fast and have provided many a good afternoon's sport, with an even chance on a wet shirt.

As will be seen, the Sixth Submarine Squadron have now settled down in Halifax, and with the arrival of some families we look forward to an even more enjoyable season next year.

Canadian-type rugger and ice hockey are the winter sports, but it is feared we shall only be able to participate as spectators, though this is rumoured to be strenuous.

## Out of Uniform

Petty Officer Wren L. Drummond, R.N. Air Station Arbroath. A simplicity pattern 5½ yards blue, floral design cotton with white pique trimmings

### New vice-chairman for H.M.S. Vernon friendly wives

THE H.M.S. Vernon Branch held their General Meeting in the Cinema, H.M.S. Vernon, on October 1. Mrs. E. A. Blundell presided, and opening prayers were said by the Rev. B. Watson.

The chairman announced with regret the resignation of Mrs. D. Payne, the vice-chairman, and thanked her for all she has done for the branch, but she said that it gave her great pleasure to announce that Mrs. F. Coxwell had consented to be the new vice-chairman.

Mrs. Blundell introduced Lady Stirling-Hamilton, who gave an interesting talk on her husband's experiences when he was lost in Canada for 14 days after a plane crash. Mrs. Vicary thanked Lady Stirling-Hamilton, after which tea was served by the tea committee.

Winners of the competition arranged by Mrs. Brewer were Mrs. Shorter and Mrs. Payne. Wrens Munro and Dewar ably looked after members' children during the meeting.

No further sewing meetings will be held until January. Arrangements for the Children's Party on December 3 are on similar lines to last year.

### BUSY YEAR ANTICIPATED AT F.W. HAVANT

AN INCREASING attendance has been experienced for the last few meetings of the Havant Branch Friendly Wives. Demonstrations have included flower arrangements, which were much admired, by Mrs. Thompson, and one on cookery by Miss Bray of the Southern Gas Board.

Mrs. Horton, vice-chairman, organised a social after the recess. Mrs. Hardie and a group of members attended the annual meeting at Admiralty House, London, and enjoyed the talk by Miss Mallenby, a Prison Commissioner.

The new committee is anticipating a busy year, which includes talks by a cheese expert, a hat show, Christmas decoration demonstration, and a concert. The children will also be remembered as, in the spring, they will be given a party.

#### ROYAL NAVAL FOOTBALL ASSOCIATION

Admiralty Fleet Order 2304/58 states that a vacancy will occur at the end of the 1958-59 season for secretary-treasurer of the Royal Naval Football Association. Applications should be addressed to Capt. A. J. R. White, D.S.C., R.N., Chairman Royal Naval Football Association, R.N. School of Physical Training, Portsmouth, to reach him by December 1, 1958.



### Friendly wives and displaced persons

The September meeting of the Gosport and Fareham Friendly Union of Sailors' Wives took the form of a social afternoon and a "get together" after the summer break. Dances and games were much enjoyed.

At the October meeting, a talk by Miss Maendler, of the Displaced Persons in Europe Organisation, was greatly appreciated. The talk gave a very good idea of how these people, victims of the war, were being cared for.

The Friendly Wives have their own adopted family in Germany. A collection was made for them, and accepted by Miss Maendler.

### SEA CADETS AT HUDDERSFIELD'S 16th ANNIVERSARY

THE Huddersfield Branch held their 16th anniversary in their headquarters, the Pack Horse Hotel, on Tuesday, October 7.

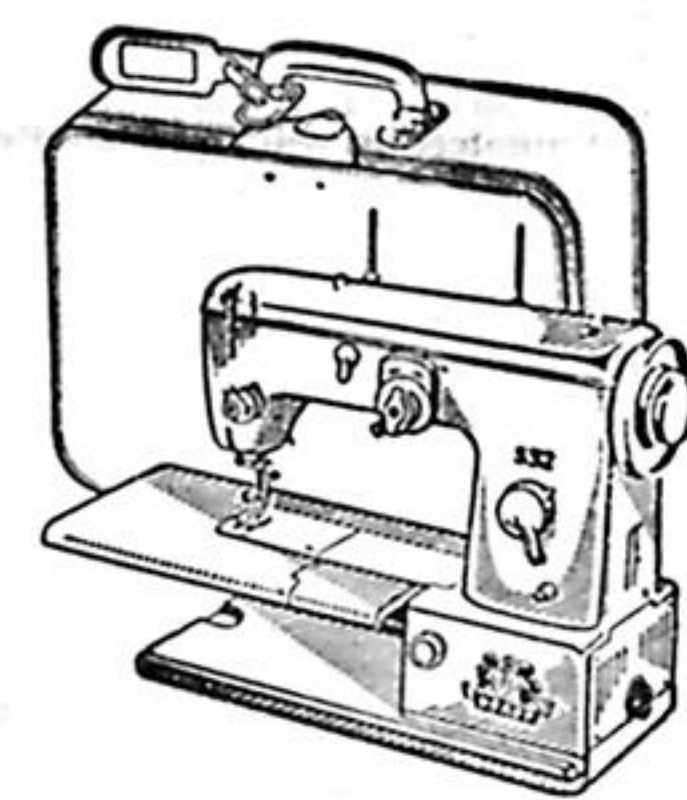
This took the form of a social evening attended by members and their wives and guests, which included the officers of the local sea cadets from T.S. Nelson. Games were played and entertainment was provided by a well-known local singer, Mr. A. McGavran, who was accompanied by Shipmate J. Beaumont. The chairman was Shipmate L. Mitchell. Supper was provided and everyone had a most enjoyable time.

## SOMETHING BETTER?

You are looking for something better in a sewing machine easy to use, does more, with dependable



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Machine Class 332

Wendy Clarke, born on March 1924, Dartford. She first appeared on years old, and when she was 12 her professional debut in "Alad she joined the De Vere Dancers Ballet Montparnasse. For six years was unable to dance owing to a croupy operator. She met Recreations: swimming, needle 5 ft. 3 in.; weight: 8 st. 11 lb.; waist:

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# SANDBAGS TO PROTECT HOCKEY TEAM ON JOURNEY

SINCE leaving the United Kingdom on July 29, H.M.S. Ceylon has seen her programme changed frequently. At the time of writing the ship is at Muscat, a small port in, and the capital of, the Sultanate of Oman in the extreme east of Arabia. She is there to deliver steel plates and girders, nuts and bolts, etc., to make the damaged tanker Melika fit for towing to a harbour where large-scale repairs are feasible. Readers may remember that Melika had a collision with another tanker in September. She was salvaged by H.M.S. Bulwark and taken to Muscat.

Between leaving home and arrival at Muscat, H.M.S. Ceylon called at Gibraltar, and then Malta for a month's work-up. At the end of the work-up H.M.S. Ceylon stayed in the Mediterranean while H.M.S. Sheffield went to the Persian Gulf for a short time.

During this period, H.M.S. Ceylon, wearing the flag of Rear-Admiral Ewing, the Flag Officer Flotillas (Med.), carried out a landing exercise at Homs, in North Africa, and then took two helicopters to Tobruk. Unfortunately no shore leave could be given at these two places.

## FIRST REAL 'RUN' ASHORE

After a further week in Malta, Rear-Admiral Ewing was again embarked, and Toulon, in the South of France, was visited. This was most welcome, giving the ship's company their first real run ashore since leaving home. During the first four days spent there, most people managed to get about the countryside. Bus trips took them to places of interest such as Monte Carlo and Grasse. Several games were played against French naval teams from which the ship emerged with honours even.

An interesting item in Toulon was the reported presence of frogmen near the battleship Jean Bart.

On return to Malta a week was spent in storing ship and self-maintenance. The steel for Melika was loaded and on October 1 H.M.S. Ceylon sailed for the Suez Canal.

## SPENDING SPREE

After passage through the canal and down the Red Sea, two days were spent in Aden. Spent is probably the right word, as this was the first contact of many of the ship's company

with a free port and the prevailing low prices. Games were played and honours were again even.

The Aden visit over, the ship sailed for Muscat, which is a very different type of place. The games played here resulted in two wins and one defeat. A hockey team playing the Muscat Army was transported to the camp in Land-Rovers and sandbags were placed on the floors of vehicles as there are sometimes mines in the road: the sand-

bags protect the passengers from splinters.

A fishing competition organised one afternoon was not a success as only two small fish were caught, even though they were reputed to be extremely easy to take. Further interest in the area was caused by a cyclone, which at one time looked to be coming directly towards the ship. Fortunately, however, it did not arrive and the only ill effect was a large swell.



A tight fit! One of two helicopters which were taken from Malta to Tobruk

## North End friendly wives enjoy meeting in London

The meeting held in Fisher Hall, Whale Island, on Tuesday, October 7, was well attended. After the singing of "Eternal Father," Mrs. Martell gave out the notices and then introduced the guest speaker, Mr. Brian Bulpitt, who gave a talk on fabrics. Members found this most interesting judging by the string of questions fired at him afterwards. He was thanked by Mrs.

Doig.

The raffle prizes of eggs and flowers were won by Mrs. Langley, Mrs. Hawkins and Mrs. Simpkins.

Those members who went up to the annual general meeting, held in the reception rooms of Admiralty House, Whitehall, on October 16, had a very enjoyable afternoon. In the absence of Lady Louis Mountbatten of Burma, who unfortunately was not sufficiently recovered from her recent operation, the meeting was presided over by Lady Creasey. There were over 250 members present from the various branches in the different ports, and many friendships were renewed during tea, which followed the meeting.

In the evening a visit was made to the Charlie Chester show in the T.V. Theatre by kind invitation of the B.B.C.

## Have YOU a personal problem...? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

### EMPLOYMENT AFTER PREMATURE RETIREMENT

If on leaving the Service under the "axe" I find employment in the Post Office as a postman, will my special capital payment be affected under Admiralty Fleet Order 1808/58?

I am assured that personnel who are prematurely retired under the recent scheme and who find employment as postmen, Post Office drivers, etc., do not lose any of the special capital payment under Admiralty Fleet Order 1808/58.

As a general rule this Admiralty Fleet Order affects only those who have taken the Civil Service competitive examination for an established Government post.

### ADVANCEMENTS

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer  
JX 153805 H. Adams, JX 144790 W. Fraser, JX 177317 G. Smith.  
To Chief Sailmaker  
JX 251760 F. Fensome.  
To Master-at-Arms  
MX 768804 T. Nutter.  
To Chief Communication Yeoman  
JX 245776 F. Carter, JX 139780 F. Weekes.  
To Chief Radio Communication Supervisor  
JX 160922 J. Lowe.  
To Stores Chief Petty Officer (V)  
MX 835183 D. Newcombe.  
To Stores Chief Petty Officer (S)  
MX 818241 H. Jervis, MX 881185 C. Whalley.  
To Chief Petty Officer Cook (O)  
MX 57535 J. Barnard.  
To Sick Berth Chief Petty Officer  
MX 111122 A. Neales, MX 55644 R. Reilly.  
To Chief Radio Electrical Artificer  
MX 803755 N. Foster, MX 667789 K. Hobbins.  
To Chief Radio Electrician  
MX 671457 J. Ward.  
To Chief Electrician  
MX 802822 F. Holway, MX 844022 L. Robinson.  
To Chief Shipwright Artificer  
MX 718395 K. Bowes, MX 718383 K. Grantham, MX 635561 K. Holmes, MX 758927 T. Hudson, MX 804837 A. Robertson, MX 863537 J. Sunley.  
To Chief Engine Room Artificer  
MX 645788 J. Barber, MX 703841 R. Offen.  
To Chief Engineering Mechanic  
KX 93331 W. Elliott, KX 97494 W. May.  
To Chief Airman (A.H.I.)  
L/FX 670484 H. Bowers, L/FX 712732 W. F. A. Ballard.  
To Chief Airman (Phot.)  
L/FX 523238 B. Chilton.  
To Chief Airman (Met. Obs.)  
L/FX 660433 J. H. Winyard.  
To Acting Chief Aircraft Artificer  
L/FX 100898 P. Arnold, L/FX 100243 L. W. Turner, L/FX 669127 H. W. Corpse.  
To Acting Chief Aircraft Artificer (O)  
L/FX 100383 W. Elson.  
To Chief Electrician (Air)  
L/FX 817719 T. J. Hayward, L/FX 81247 F. J. Towler, L/FX 525907 P. D. Boldison.  
To Chief Radio Electrician (Air)  
L/FX 835120 V. A. Johnson, L/FX 670797 A. F. Stork.

### W.R.N.S. BENEVOLENT TRUST

I served in the W.R.N.S. during the war and contributed to the benevolent fund during that time. Is this organisation still in existence? If so will you please furnish me with the address of their offices?

The W.R.N.S. Benevolent Trust still exists, and you should write to the General Secretary, W.R.N.S. Benevolent Trust, 2 Grosvenor Square, London, S.W.1, for any information you may require.

### CIVIL DEFENCE COURSE

If I was to take a Civil Defence Course in the Navy and qualify as an Instructor, what extra money would I get and how much would this bring my total pay up to every week? I am a Chief Petty Officer with 25 years' service, Q.A.

I understand that the Civil Defence Course to which you refer would be undertaken at one of the schools administered by the Home Office. There is no Service or Civil remuneration for qualifying as an instructor, but you would have the benefit of being in a position to obtain employment in this sphere on leaving the Service, as there is a shortage of qualified instructors.

## 'GREATEST RAID' TOOK PLACE IN THUNDERSTORM

JUST before midnight on March 27, 1942, during a thunderstorm, the air raid siren wailed in St. Nazaire, and a few minutes later "hell was let loose." It was the beginning of the amazing attack carried out on the enemy battleships docked in the port.

In "The Greatest Raid of All," by C. F. Lucas Philips, published by William Heinemann & Co. Ltd., price 18s., the reader cannot fail to be impressed by the heroism of those engaged in what, so the enemy thought, was an impossible undertaking. Many books have been written on the last war, but this one must rank as one of the most brilliant.

This is a book which should be read by all as a reminder, in some measure, of the heroism of those who took part in the raid. To quote Sir Winston Churchill, "A deed of glory intimately involved in high strategy."

## YOU CAN TAKE YOUR WIFE ON LOCAL FOREIGN SERVICE AND STAY FOR 30 MONTHS

THE following notes are for those who are thinking of volunteering for Local Foreign Service. With a few exceptions the normal length of such service is 30 months when accompanied by your wife and 18 months when not accompanied and may be ashore or in certain named ships attached to ports abroad.

The great majority of billets are in Malta, but there are some in the Persian Gulf area, Singapore, Hong Kong, Cyprus and Gibraltar, but there are limitations on some cases. Hong Kong is reducing, there is a temporary ban on family passages to Cyprus and at Gibraltar accommodation is so scarce that it is necessary to limit the number of families. A few billets exist in other parts of the world, but are restricted to ratings of certain branches.

If your main aim is to serve on Local Foreign Service you are advised to volunteer without saying where. If you volunteer for, say, Hong Kong this will be taken as meaning that you want Hong Kong or nothing. By all means volunteer, but mark your application "preferably Hong Kong," and then it will be clear to the drafting officer that you want him to consider you for other places if Hong Kong is not available.

State whether you are accompanied or unaccompanied as there is a bigger choice of unaccompanied billets.

If you do not wish for Local Foreign Service until your next turn for overseas comes be careful to state this; otherwise your volunteering will be taken as meaning that you are willing to go at any time. There are usually plenty of volunteers, but do not be put off by this. It often happens that a large number of billets require filling and that the waiting lists become short; in any case you may be lucky and find yourself the only man available at a given moment.

Volunteering will stand until cancelled or until you get a draft, but it is wise to repeat the application after about two years if not selected by then.

Volunteering should be done through Commanding Officers in the normal manner.

## In Memoriam

Norman Douglas Minto, Able Seaman, C/J.947504. H.M.S. Pembroke. Died September 28, 1958.

Sydney Alfred Edwards, Air Artificer 4, L/FX.670071. H.M.S. Blackcap. Died September 28, 1958.

Lieut. Robert Walker Smyllie, R.N. H.M.S. President. Died October 2, 1958.

Raymond Thomas Greening, Marine, RM.16034. 45 Royal Marine Commando. Died October 6, 1958.

Ian MacLean, Aircraft Artificer 4, L/FX.857380. H.M.S. Sanderling. Died October 10, 1958.

Arthur David Wilcox, Able Seaman, D/J.932190. H.M.S. Lochinvar. Died October 18, 1958.

Lieut. William Ridgeway Shingleton, R.N. H.M.S. President (R.A.F. Farnborough). Died October 20, 1958.

John Jeffery, Chief Engineering Mechanic, D/KX.91045. H.M.S. Daring. Died October 20, 1958.

Nursing Sister S. M. Lane, Q.A.R.N.N.S. H.M.S. St. Angelo. Died October 22, 1958.

Alexander MacDougal, Marine, RM.15894. 45 Royal Marine Commando. Died October 22, 1958.

James Albert Newton, Chief Electrician, P/MX.759221. H.M.S. Collingwood. Died October 22, 1958.

Richard Arnold Golden, Radio Electrical Mechanic (Air), L/FX. 915160. H.M.S. Falcon. Died October 22, 1958.



## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

\*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



— Send this coupon to 246 Bishopsgate, London, E.C.2 —

Please send full details of the Progressive Savings Scheme

Name.....

Address.....

Rating or Rank.....

Age next birthday.....



# EAST INDIES QUEEN'S COLOUR FOR ADMIRALTY PARISH CHURCH

## R.N. writers to celebrate seventy-first anniversary

THE Royal Naval Writers' Benevolent Association is holding its annual dinner on Friday, November 28, at the United Service Club, Lake Road, Portsmouth. The Association is celebrating its 71st anniversary this year and the organisers have made every effort to make the function a huge success. The guest of honour is the Chief Staff Officer (Administration) to the Commander-in-Chief, Portsmouth, Rear-Admiral R. W. Paffard, C.B.E.

The bar will be open until 11 o'clock and the dress is uniform, evening or lounge. Tickets, price 15s., may be obtained from C.P.O. Writer I. W. Baker, Commodore's Office, R. N. Barracks, Portsmouth (Tel. Dockyard (7)2039) or Mr. A. Coates, 7 Auriol Drive, Bedhampton (Tel. Havant 650).

All R.N. Writers, serving and ex-serving, whether members of the Association or not, are welcome and everyone is bound to meet old friends.

## Chatham 'yard pioneer in many ways

MANY functions, official and unofficial, have marked the retirement of Rear Admiral G. V. M. Dolphin and his relief as Admiral Superintendent of Chatham Dockyard by Rear Admiral J. Y. Thompson, a previous Commodore of R.N. Barracks, Portsmouth, on October 15.

Admiral Dolphin had been at Chatham for four years in a most troubled period. On retiring he expressed his confidence in the dockyard and said, "I have great faith in the future of the dockyard—it is pioneering in many ways and it is at the forefront of new development."

## Brilliant chapter closed

ONE of the most colourful chapters in British Naval history opened in the Indian Ocean over two centuries ago when a small squadron of ships of the line laid the foundations of the Royal Navy's important East Indies Station, will be brought to a conclusion in London on Thursday, November 6, in the church of St. Martin-in-the-Fields.

There at a special service at 3 p.m., the Queen's Colour of the Station will be handed to the Vicar at the chancel steps by Vice-Admiral Sir Hilary Biggs, K.B.E., C.B., D.S.O., the last Commander-in-Chief of the East Indies Station, which was closed in September as a result of a reorganization of the Navy's overseas commands, and it will be laid up in the presence of members

of the Board of Admiralty and former Commanders-in-Chief of the Station.

The Queen's Colour, which will be brought up from Chatham and placed in the Nelson Room at the Admiralty during the night before the service, will be marched from Horse Guards Parade, where it will be inspected by Admiral Biggs, to the church by a Colour Party and Guard from the Portsmouth Command and the band of the Plymouth Group, Royal Marines. They will proceed by way of The Mall, Admiralty Arch and the west side of Trafalgar Square.

The Guard with fixed bayonets will take the Colour into St. Martin-in-the-Fields, traditionally the Parish Church of the Admiralty. The address will be given by the Chaplain of the Fleet, (the Venerable Archdeacon Darrell Bunt, C.B., O.B.E., M.A., Q.H.C.), while the First Lord of the Admiralty, the Earl of Selkirk, O.B.E., A.F.C., is to read the lesson.

The first Naval ships were sent to the East Indies in 1744 at the request of the Honourable East India Company. In command of them was Commodore Curtis Barnet, first of one hundred officers, including such famous names as Boscowen, Vernon, Byron and Cornwallis and more recently Sir James Somerville, to command the East Indies Station.

The flag of Admiral Briggs was

## TRICKLE ADVANCEMENT

Admiralty Fleet Order 2470a/58 gives details of the revised scheme for trickle advancement which started on October 1, 1958. As from that date, trickle advancement allowances are related to three-monthly instead of six-monthly periods. An example of how the trickle is applied is contained in the Admiralty Fleet Order.

## Sea(side) Cadets aid inland units

A YEAR of progress for the Sea Cadet Corps was reported at the annual meeting of the Grand Council of the Navy League in London on Monday, October 6. The annual report stated that five very promising new units were opened during the year and the number of marine detachments also had been increased.

With the reductions in the sea-going and reserve fleets and in the shore establishments of the Navy, opportunities for holiday training under the best of all auspices have been restricted. This has borne most heavily on the younger Sea Cadets, the boys and ordinary seamen. At the same time these difficulties have stimulated initiative and hospitality. Many units of the Corps, favourably situated in coastal towns, have played host to less fortunate units inland and others have organized their own holiday training camps, so that the shortage of naval training facilities, to some extent, has been mitigated.

Plans are being maintained to make greater use of Raven's Ait as a holiday training centre, and arrangements made for financial assistance for distant units.

hailed down on September 7 and at that moment the Command, which embraced northern and central parts of the Indian Ocean and the Naval bases at Trincomalee, Bahrein and Aden, ceased to exist. Its responsibilities are now divided between the Commanders-in-Chief of the Far East and the South Atlantic and South America Stations and the Commodore of the newly formed Arabian Sea and Persian Gulf Station.

## FLEET AIR ARM REUNION IS POSTPONED

THE Fleet Air Arm reunion which was to be held at the Royal Albert Hall on December 1, has been postponed because the aircraft carriers will be absent from home waters and with them the majority of the operational aircrew. The committee feels that the purpose of the reunion would largely be lost without the participation, in considerable numbers, of these aircrew, since they represent the present and future of the Fleet Air Arm. No alternative date has yet been arranged.

## RATINGS DISCOVER LUXURY OF 'QUEENS'

TWENTY writer ratings and W.R.N.S. from H.M.S. Victory paid a visit to R.M.S. Queen Mary in Southampton Docks on October 7. They were met by an official of the Cunard Shipping Company and were shown the many departments which are necessary to run this vast ship.

The visitors had heard and read of the luxuriousness of "The Queens," but they were amazed at the extreme comfort of the tourist-class cabins, the self-contained state rooms, the lounges, the dining rooms, grill lounges and the private dining rooms. The different state rooms are furnished in different colours, one that was seen being in ivory and green while another had contemporary furnishings, but no matter how they were furnished, all were very beautiful.

An interesting feature of the first-class dining room was a large wall-chart which, by means of lights, showed the positions, all the time, of the Queen Mary and her sister ship, Queen Elizabeth, and the routes taken by the vessels during their Atlantic cruises. On the day of the visit, it was noticed that the light showed the Queen Mary at Southampton, while the Queen Elizabeth was approximately one day out from New York, en route to Southampton.

## HIVE OF ACTIVITY

Although no passengers were on board, the ship was a hive of activity, getting ready for the trip to New

York, which was to commence in the early hours of October 9.

Stores of all descriptions were being loaded, and from the menus produced it was evident that the galley staffs would be kept busy in the modern and spacious galleys.

The modern shops, from which the passengers may buy anything from clothing to jewellery, from writing materials to ceramics, were under Customs seals, but it was understood that these shops do a very brisk trade during the Atlantic crossing.

## STABILISERS

Since the fitting of the stabilisers to the ship, the Queen Mary's movement in very heavy weather has been reduced to a mere two-degree roll. The stabiliser controls are situated on the bridge together with the complex echo-sounding radar and other equipment. One of the visitors said, however, that the bridge seemed comparatively clear of equipment when compared with the necessary details in a modern warship.

The visitors really enjoyed their tour of the ship, and some are already beginning to save for the day when, as passengers, they can experience the luxury they had so fleetingly sighted.

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## NEPTUNE'S SCRAPBOOK



Vice-Admiral Sir Hilary W. Briggs, K.B.E., C.B., D.S.O. and Bar, was placed on the Retired List to date October 6, 1958.

Rear-Admiral N. E. H. Clarke, A.M.I.Mech.E., is to be Command Engineer Officer and Chief Staff Officer (Technical) on the staff of the Commander-in-Chief, Portsmouth, in succession to Rear-Admiral G. O. Naish, C.B., to take effect in November, 1958.

Rear-Admiral J. Dent, C.B., O.B.E., was placed on the Retired List to date October 15, 1958.

Major-General H. T. Tollemache, C.B., C.B.E., has been appointed Honorary Colonel - Commandant, Portsmouth Group, Royal Marines, in succession to Major-General H. T. Newman, C.B., C.B.E., with effect from October 31, 1958.

The Commander-in-Chief, Home Fleet, Admiral Sir William Davis, K.C.B., D.S.O. and Bar, paid his first official visit to the City of London since taking up his appointment last January on October 7. His flag was flown in H.M.S. Apollo (Capt. M. G. R. Lumby, D.S.O., D.S.C.), which was berthed at Battle Bridge Pier.

The aircraft carrier H.M.S. Bulwark (commanded by Capt. P. D. Gick, O.B.E., D.S.C. and Bar) returned to Portsmouth on November 4 with 42 Royal Marine Commando embarked from the Mediterranean.

42 Commando (under the command of Lieut.-Colonel J. L. A. Macafee, R.M.) will be returning to Bickleigh Camp, near Plymouth.

The R.N. Store Depot at Cañin,

Motherwell, is to be closed down by March 1960.

Gold-laced trousers have been reintroduced for wear by officers of captain's rank and above only with modified Ball and Mess Dress. The wearing of the gold-laced trousers is optional.

H.M.S. Echo, the new survey vessel commissioned in September, has got off to a good start with very full press, radio and TV coverage of her surveying the Goodwins after the liner Rangitiki ran aground. Echo is attached to the East Coast of England Survey Unit, based at Sheerness.

An anti-aircraft frigate for the Indian Navy, I.N.S. Beas, was launched on October 9 at the yard of Messrs. Vickers-Armstrongs Ltd., Newcastle-on-Tyne.

The naming ceremony was performed by Mrs. R. S. David, wife of Capt. R. S. David, Naval Adviser to the High Commissioner for India in the United Kingdom. I.N.S. Beas is the second frigate of her type to be acquired by the Indian Navy and is named after one of the largest rivers in India.

H.M. Submarine Alaric has returned to Portsmouth from South Africa, having called at the Azores on her way home. The ship has been away from England since the beginning of the year, and during her period abroad she has undertaken long-distance cruises and exercises with the South African and Indian Navies.

H.M. Submarine Tabard has sailed for a commission in the Mediterranean.

## No oil lantern—no leave

### FACE FUNGUS COMPETITION IN H.M.S. SHEFFIELD

### January 20 fixed for benevolent dinner dance

THE annual reunion dinner and dance of the Royal Naval Stores Benevolent Society (Portsmouth) is being held at Kimbells, Osborne Road, Southsea, on Tuesday, January 20. Tickets for the event are: officers, chief and petty officers and guests, 12s. 6d.; junior ratings, 9s. Tickets for the dance only are 7s. double, and 4s. single. You will not only be supporting the branch by attending, but are ensured of a grand social evening among ship-mates old and new.

A further announcement will be made regarding tickets, but in the meantime book Tuesday, January 20 as a must!

To enable the Royal Yacht Britannia to pass under the St. Lawrence Seaway bridges, her masts are being

It is an old saying "Never get engaged East of Suez," but those in H.M.S. Sheffield, who may have considered this possibility found that during their six weeks out of the Mediterranean, getting engaged was the very last thing that could be done. The ship during these six weeks visited Aden, Bahrain and Muscat.

Aden was the first port of call, and provided a pleasant surprise. One of the Army units stationed there was the 1st Battalion The Yorks and Lancs Regiment, which draws many of its recruits from the Sheffield area, and has long associations with the ship. The ship's visit was a brief one, but several very enjoyable social fixtures were arranged, and a cricket match was played. Sheffield lost the match after a close struggle by 17 runs.

Whilst on passage to Bahrain, news was received of the Melika fire (reported in the October issue of NAVY NEWS) and of H.M.S. Bulwark's great feat in getting the fire under control, and towing Melika to Muscat. It was no surprise, therefore, when, after a week in Bahrain, the ship was sent to Muscat to con-

tinue the job of salvaging the severely damaged tanker.

The walled town of Muscat, ruled by the Sultan of Muscat and Oman, was built in the ninth century, and in many respects is still the same today. The inhabitants endeavour to make a living from dates and fish and despite their somewhat primitive existence appear far happier than many Europeans. The law in Muscat itself is very strictly enforced and all persons entering the town have to leave their firearms at the gate in the wall. To prevent street robberies after dark, everyone travelling on foot has to carry a lighted oil lantern. If they don't they are liable to find themselves in jail for the night. Sheffield could not provide 450 oil lanterns, and in consequence, shore leave ended at sunset.

There was so little to do on shore that the ship's company had to make their own amusements. A great interest was taken in the fishing competition, and on most afternoons, about 40 keen anglers could be seen "trying their luck" with bait ranging from bread to live tiddlers. To relieve the monotony of having to look at the same old faces, a beard competition was held. Over 200 stopped shaving, but only about 50 were brave enough to face the judges. The judging of the face fungus was held on the forecastle during the return through the Suez Canal, and the large crowd of spectators had plenty of laughs.

Everyone on board is looking forward to the forthcoming visit to Istanbul.



Capt. L. P. Rourke, O.B.E., D.S.C. and bar, R.D., R.N.Z.N., Commanding Officer, H.M.S. Sheffield, congratulates the winner of the beard competition

shortened during her present refit and painting.

Britannia is to take the Queen and the Duke of Edinburgh to Canada for the opening of the Seaway next summer.

A Whirlwind helicopter from the Royal Naval Air Station Englington, Londonderry, was forced to land in the sea about 10 miles off the Donegal coast on October 21. The crew, Lieut. J. M. Shrivess—the pilot—and Lieuts. I. A. C. Cobbold and T. R. Coombes, got into their dinghies and were picked up 15 minutes later by a Dutch submarine Zeeloeuw, which was exercising in the vicinity.

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# SALISBURY COVERS 18,000 MILES IN SIX MONTHS

## The crew consumes 2,790 pints of rum

ON February 4 of this year, H.M.S. Salisbury, "name" ship for the latest class of the Navy's frigates, specialising in aircraft detection, recommissioned at Devonport at the same time as the rest of the Fifth Frigate Squadron was recommissioning at Portsmouth. The service was conducted by the Right Rev. R. H. Moberly, Dean of Salisbury. Between one-quarter and one-third of the old ship's company chose to stay with her for the new commission.

Sailing for the Mediterranean on February 28, she arrived in Sliema on March 10, having spent two days at Gibraltar. After working up, with an Easter break with the rest of the Squadron in Malta, Salisbury joined in the consecutive NATO exercises "Apex" and "Shotgun," when, for the first time in the commission, we were able to carry out our real job of aircraft detection, picketing for a carrier group which was part of a larger formation.

### VISIT TO MESSINA

The ship then returned to Malta for a little "tidyfication" before going on a short visit to Messina on May 11 where everyone had a few quiet but enjoyable days looking round—the most notable item being the whole-day coach trip a number of the ship's company took up Mount Etna, enlivened by a commentary by the Chaplain, who had never been there before, and who then went on to teach those present some Italian, even though all he knew was what had been taught him by the non-English-speaking conductor during the trip!

### TROUBLE IN LEBANON

Recalled to Malta, we were boarded almost without notice by the Commander-in-Chief and other flag officers. As a result of their visits, we hurriedly picked up all sorts of stores and proceeded, after only two and a half hours' stop, at full speed for the Eastern Mediterranean, where trouble had broken out in the Lebanon.

After the big NATO exercise "Medflexfort" and exercises with the carrier group, the ship was relieved by H.M.S. Sheffield and returned to Malta for a self-maintenance period. At this time the ship's Chaplain flew to England to represent the ship at the Cathedral's seventh centenary on June 28 and he was presented on behalf of all in the ship to Her Majesty the Queen Mother.

### NO 'WOLF-WHISTLES'

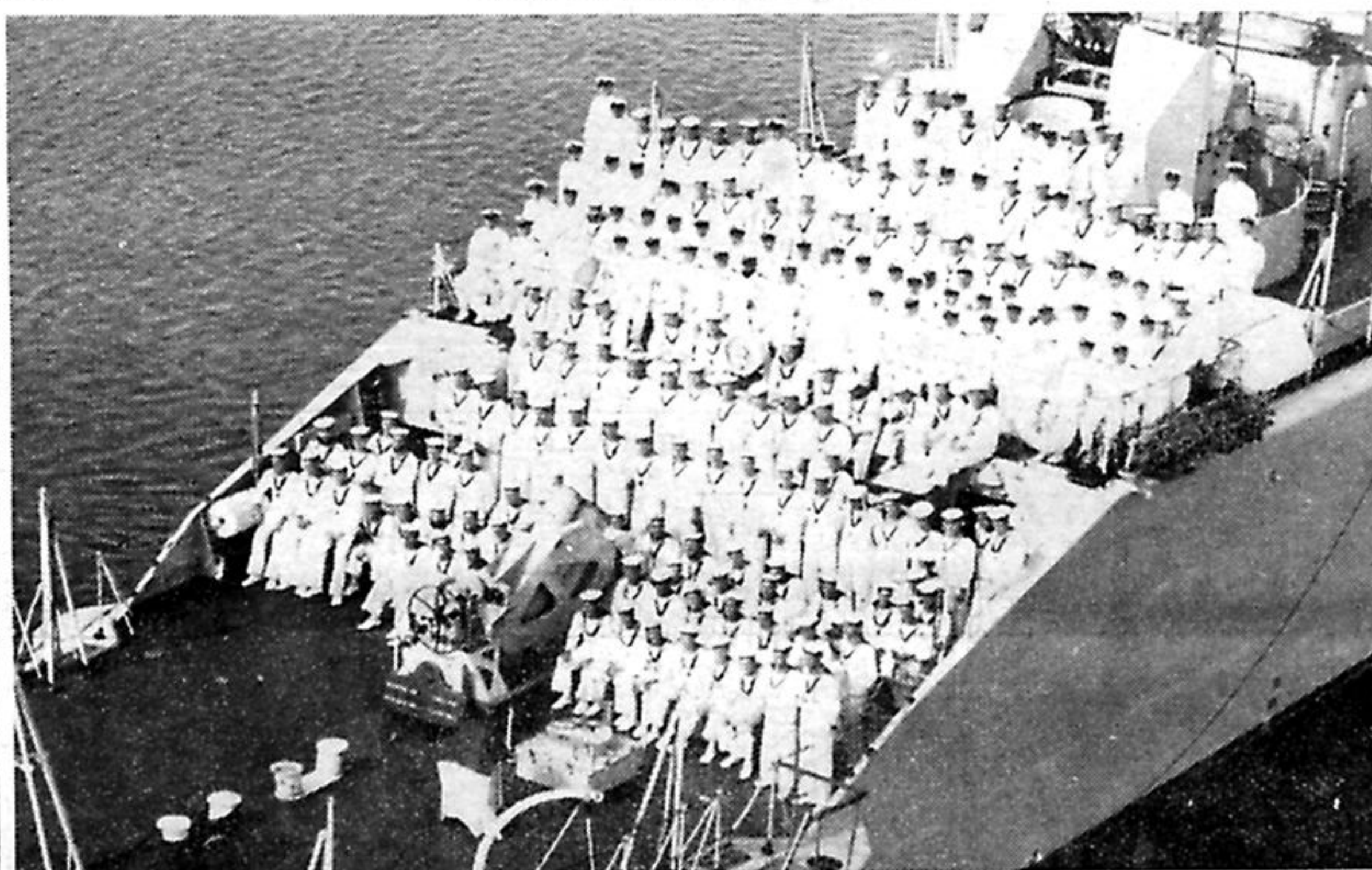
It was intended, at the end of the self-maintenance period, that Salisbury should pay a social visit to Naples and everyone practised hard such phrases as "Bella Napoli" and "Bellissima Signorina" (wolf-whistle optional), and the ship set sail in the right direction when trouble flared up again in the Middle East—in Iraq this

time—so, without even reaching Naples, Salisbury turned about, picked up a number of Royal Marine Commandos at Sliema, took them to Tobruk and transferred them there to H.M.S. Bermuda. The ship joined up with the rest of the Fleet in the Eastern Mediterranean and picketed under continuous "action stations" conditions for the whole period of the Jordan airlift. Apart from a most enjoyable but regrettably short visit to Anzio, now a pleasant resort near Rome, in mid-August, the ship is still there.

### WELCOME BY POPE

It is difficult to pick out the highlights of the visit to Anzio, but for many it was the occasion of joining in a mass audience of the Pope at His Holiness's summer residence at Castel Gandolfo, when the party gave a hearty British cheer in answer to His Holiness's reference in English to their presence there.

While at Anzio, most of the ship's company visited Rome, some for periods for as long as three days. Also the Captain, Cdr. A. G. Watson, R.N., accompanied by a ceremonial guard, laid wreaths at the local War Memorial and at the large Military Cemetery where are buried many who died in the 1943 landings. As well as being entertained, we also entertained others, welcoming hundreds of local



Most of the crew of H.M.S. Salisbury fell in aft for this picture upon the completion of another successful exercise

people and holiday makers on board during the one day we were open to the public as well as giving a party for an orphanage, when it was difficult to say whether the children or the ship's company were enjoying themselves the more.

### MANY MEMORIES

So has passed the "Mediterranean leg" of this commission: periods of calm and, at times, almost boredom, mixed with alarms and excursions of all kinds, leaving us with many memories. Some have beards and all are sun-tanned. The ship has travelled far and consumed vast quantities of stores. How far and what amounts? Well, it is impossible to say what the figures will be when this is read, but, to give some idea, the figures for the 200-odd officers and men of H.M.S. Salisbury six months after the commission started are:

**Steamed:** 17,980 miles (and about another 8,000 by September 30);

**Fired:** 388 rounds of 4.5 ammunition and 620 rounds of Bofors ammunition;

**Consumed:** (either by the ship or the ship's company) 2,790 pints of rum, 6,750 tins of milk, 669 tins of "Bluebell," 1,056 tons of diesel oil, 4,107 tons of fresh water, 11,815 gallons of lubricating oil, 1,265 pounds of hard soap, 72 galvanised buckets and 300 tons of potatoes. Over £25,000 has been paid to officers and men and it is stated that six children have been born.

Those on board are now looking forward to seeing their families again and also, according to a certain member of the ship's company, to "a good grey sky and a nice drop of rain." It is hoped that the ship will return to Devonport on November 29.

C. P.

## NEWS OF OTHER NAVIES

# Soviet guided weapon cruiser

THOUGH their accuracy must remain suspect, plans recently received from an East German source of a guided-weapon version of the Sverdlov cruisers are nevertheless extremely interesting. The plans show a single surface-to-surface launching ramp on the forecastle with small twin surface-to-air ramps mounted on what appears to be the barrette of the former triple six-inch "B" turret. Aft, "Y" triple six-inch turret on the quarterdeck remains, but "X" turret has also been replaced by twin surface-to-air launching ramps mounted on the former turret barrette. The minirails on the quarterdeck, a prominent feature of the Sverdlov-type cruisers, appear to have been removed.

Four cranes, two forward and two aft, mounted on deck abreast the surface-to-air launching ramps in "B" and "X" positions suggest that the missiles have to be loaded on to the ramps rather than elevated into position by means of lifts or conveyors as is the

case in the recently converted American guided-missile cruisers. The use of cranes to reload the ramps after firing would not suggest a very high rate of fire essential if the ship is to fight off concentrated air attacks. In other details the new ships appear to be very similar to the conventionally armed ships of the Sverdlov Class.

### UNITED STATES

The famous old fleet carrier Enterprise has at last arrived at the breaker's yard. She was towed from her moorings in the New York Naval Yard on August 21 for Kearny, New Jersey.

The Enterprise has been in reserve since the end of the war. She was due for scrapping some years ago, but, along with a number of other old warships, was reprieved during the Korean War. A move to make her a permanent war memorial and museum fell through owing to lack of funds.

Recently an atomic-powered frigate has been ordered by the U.S. Navy from the Bethlehem Steel Co. for delivery early in 1962. Unlike frigates in the Royal Navy, U.S. vessels of this type are large vessels somewhere between the size of cruisers and destroyers.

Two days after the 5,000-ton nuclear submarine Triton was launched at Groton, Connecticut, on August 18, another nuclear-powered submarine, the Scorpion, was laid down.

### GREECE

The submarines Argonaftis and Triena were returned to the Royal Navy at Malta early in October. Formerly H.M.S. Virulent and Volatile respectively, they were loaned to the Royal Hellenic Navy in the latter part of the war. Two sister ships, the Delfin (ex H.M.S. Vengeful) and Pipinos (ex H.M.S. Veldt) are still in service with the R.H.N. When the submarines Upstart and Untiring were returned by the R.H.N. some years ago they both remained in commission for some time under the White Ensign. As both the ships recently handed back made the passage to Malta under their own power it seems likely they may also remain in commission for the time being.

### CANADA

It is reported that the new frigate, H.M.C.S. Chaudiere, fitting out at Halifax Shipyards, was recently severely damaged forward by fire. It is not yet known if her delivery early next year will be delayed.

### GERMANY

The former Hunt Class frigate, H.M.S. Oakley, which was recently transferred to the Federal German Navy, is reported to have been renamed Gneisenau. The previous ship of the name, after her famous dash up the Channel in 1942 in company with her sister ship Scharnhorst, ended her career as a water-logged hulk as a result of severe damage received during air attacks.

Another Gneisenau, also in company with a previous Scharnhorst, was sunk at the Falkland Islands battle in 1914.

## Portsmouth cooks to prove skill

THE opportunity is shortly being given to the officers' and ships' cooks, and W.R.N.S. serving in the Portsmouth ships and establishments to show their skill in cookery.

From a menu announced on the day of the competition, ratings will have to cook a three to four-course meal and will be judged on preparation as well as the final results. In addition, there will be a written test.

# Ocean Racing as the Sea Training for Cadets

THE Royal Navy is to get five new yachts for cadets at Dartmouth College to "foster leadership, initiative, discipline and sea-sense, particularly in overcoming fear of the sea at close quarters." Seamanship training craft, as they will be called, are being introduced as a result of the new training scheme brought in at Britannia R.N. College, Dartmouth, in 1955, because there is a paramount need to find a substitute for the experience which young officers formerly acquired in boatwork during their time as midshipmen.

In effect, the Board of Admiralty has decided, in an age of mechanical and electronic aids, to place greater emphasis on seamanship to make cadets of today even better fitted to command their ships in the future.

The five new yachts are to be delivered next year.

### TEACHING 'SEA-SENSE'

The new concept of training will include off-shore cruising and ocean racing whenever opportunity occurs. It is thought the training will teach young officers "sea-sense," and that it will develop those qualities which they will need as naval officers.

Present sailing experience at Dartmouth is gained in ex-German 50-square-metre windfall yachts acquired at the end of the Second World War. They are nearing the end of their useful life and, as they were designed for

the land-locked waters of the Baltic, are not really suitable for naval training purposes in the weather and sea conditions normally expected in the Channel.

The first of the 124-ton Thames measurement yachts is expected to be ready in time for the start of next year's sailing season. They will be sloop-rigged, with a sail-plan so designed that it can be handled easily by an inexperienced crew, yet adequate to make the yacht a useful competitor in ocean racing; a large cockpit and large chart table are being included in the design to give facilities for navigational training. Below, there will be austere accommodation and berths for seven.

The new yachts are being eagerly awaited by the Britannia R.N. College, and by yachtsmen on the south coast, where they are expected to make a special impact.



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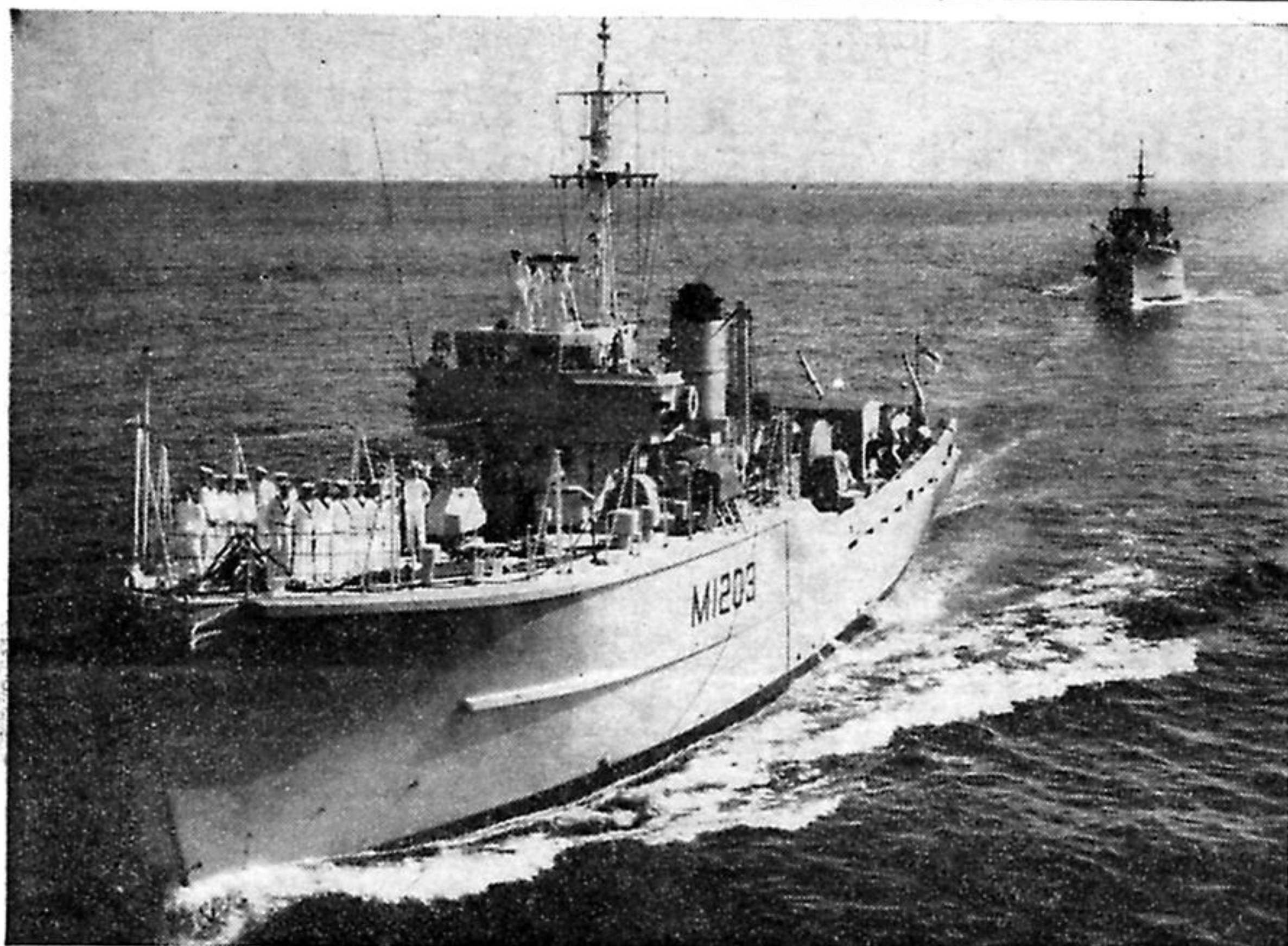
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H.M.S. Dartington with H.M.S. Wolverton astern

## TWO MATTERS IN WHICH NAVY CANNOT BE MATCHED

### Two sailors trudge 13 miles

H.M.S. Dartington, a coastal minesweeper of the Coniston Class, was commissioned at Hythe on September 4, under the command of Lieut.-Cdr. J. K. Arbuthnot, R.N., for service in the 108th Minesweeping Squadron on the Mediterranean Station.

A firm liaison with the ship's "home town," which is near Totnes, Devon, was established from the start of the commission by the Vicar of Dartington (Rev. Quintin Morris), who conducted the commissioning service. Prior to pronouncing the Blessing, the Vicar addressed those present with these words: "I bring with me today the heartfelt good wishes of the people of Dartington and wish you God's true Blessing this day. In a famous passage in the Book of Proverbs, the author says that four things are a mystery to him. Two of them are not our concern, but the last two are—the way of a ship in the midst of the sea, and the way of a man with a maid. I understand that in both these Her Majesty's Royal Navy is unmatched.

"We are proud that this ship has established a contact with us which, we hope, may never be broken, and we wish each one of you fellowship in your work together and protection from every danger to which man is subject."

#### WEEK-END VISIT

Before finally sailing for the Mediterranean, the ship paid a week-end visit to Dartmouth in order to forge an even closer link with the village. On the Saturday evening the captain and officers

entertained representatives of the community to cocktails on board. This was followed by a dance in honour of the ship's company in the village hall. That this function was popular and well patronised by both sailors and the village maidens was evident from the time it took the bus to start off back to Dartmouth after the dance. (Two sailors even walked it—all 13 miles—arriving back on board just in time for both watches!)

On Sunday approximately half the ship's company attended morning service in the village church. The first lieutenant (Lieut. P. J. V. Tuke, R.N.) and the captain read the lessons. The ship presented an ensign and a ship's crest to the church and these were consecrated by the Vicar.

After church, some of the villagers entertained the ship's company to lunch and later in the afternoon there was a cricket match at Dartington Hall. The result of this match need not be mentioned! Suffice it to say that the home team have beaten Devonport Services this year—and they provide a very good tea!

The ship's crest has, with the permission of Dr. L. K. Elmhirst, been adapted from that which is carved in stone under the porch of Dartington Hall. It is of John Holland, half-brother of Richard II, who lived at the Hall during that reign. The crest consists of the White Hart of John Holland and Richard II (this is really the badge of their mother, the fair maid of Kent) superimposed on the Red Rose of Lancaster. This, on a background of blue and white waves, makes a most attractive crest, and one of which the ship is justly proud.

There are many plans afoot for maintaining close contact with the village, amongst them the exchange of monthly newsletters and a scheme to exchange Christmas greetings by tape recorder.

## Owls land on Eagle—prefer steaks to turkey

*The Owl and the Pussy-Cat went to sea  
In a beautiful pea-green boat,  
They took some honey, and plenty of money,  
Wrapped up in a five-pound note.*

THE aircraft carrier Eagle was steaming 100 miles from Cyprus when an unexpected visitor did a shaky circuit of the 800-foot-long flight deck before making a bad landing. It was a deck landing which will not be recorded in the official deck-landing log, however, because it was made by a cock short-eared owl, distressed and exhausted on a migratory flight across the Mediterranean! Twenty-four hours later his mate arrived in an equally unorthodox manner to make a 1958 version of Edward Lear's well-known poem.

H.M.S. Eagle was the first British aircraft carrier ever to embark an operational squadron of jet fighters, so she is glad of the arrival of two wise old owls to notch up another record. The ship's cat will be as sorry as the rest of Eagle's company to see their feathered guests leave, but P.O.P.T.I. Lawrence Payne, of Scotton Grange, Knaresborough, Yorkshire, who picked up the two owls, has seen that the three animals have not had the opportunity to meet formally.

Despite detailed plans by the ship's company to arrange a ceremonial launching, the owls refused to leave the ship at Istanbul.

Ornithological experts among the carrier's 2,000 officers and men are puzzled by the owls' refusal to leave their temporary quarters after their 800-mile lift across the Mediterranean and think their refusal may be connected with the steak and vegetables they have been eating.

## Moth-balls to 'ready for action' in one week

### PART OF NEXT COMMISSION WILL BE EAST OF SUEZ

THE First Destroyer Squadron, consisting of H.M. Ships Solebay (Capt. R. L. Alexander, D.S.O., D.S.C.), Lagos (Cdr. D. Jermain, D.S.C. and Bar) and Hogue (Cdr. V. A. D. Turner, D.S.C.), pay off and recommission on November 25. They have been the first group of Battle class destroyers to bear this proud name which has survived since the beginning of this century. During their 18 months they have seen service from the Mediterranean to Iceland and will all have steamed well over 40,000 miles.

The ships were brought forward from reserve and commissioned in May, 1957; Solebay and Lagos at Chatham, Hogue at Devonport. Solebay had an unusual start, being brought from operational reserve to readiness for service in exactly one week. This operation, known as Exercise "Sleeping Beauty IV," was designed to test the internal organisation for bringing forward a ship, as well as the port organisation for providing stores, provisions, ammunition, etc., at short notice and without advanced warning. The ship's company were greeted on that first day with a sealed and "moth-proofed" ship, but a week later she steamed towards Portsmouth, her home port, with all guns firing and ready for war!

#### MEDITERRANEAN SERVICE

The Squadron assembled at Portland in the first week of June, 1957, and after three days of trials sailed for Malta to work up. During nine months in the Mediterranean numerous exercises were carried out with both the American and French Navies and all ships spent a six-week period on Cyprus patrol. Some interesting visits were made, including Venice, Naples, Split and Haifa. Lagos also made a memorable visit to her battle town in Portugal. Hogue won the small ships "Cock" at the Fleet Regatta and Solebay won the Fleet Bombardment Cup.

After refits at Malta and Gibraltar the Squadron returned home, paying short visits to Cadiz and Lisbon on the way, finally reaching home ports on March 30 this year.

Since returning to United Kingdom

waters the First Destroyer Squadron has formed part of the Home Fleet, taking part in the summer and autumn cruises. During the summer they had a heavy programme of exercises starting with three weeks' weapon training in Scottish waters. This was followed by an interesting diversion when, in company with Birmingham, the Gordons and Queen's Own Cameron Highlanders were moved at high speed from Dover to a beach near Southwold. Liaison and language difficulties were perhaps simplified by having a Scotsman as Captain (D)! It also enabled Solebay to stay for a pleasant week-end at the scene of her battle (in 1672 against the Dutch). Other exercises were carried out with the Danish Navy in the Skagerrak, with the Dutch and Germans in the North Sea, and with the U.S. Striking Fleet to the west of Ireland, finishing up with three weeks' working for the Joint Anti-Submarine School at Londonderry.

Although the summer saw the Squadron fully employed it had its lighter moments with some never-to-be-forgotten visits to Scandinavian ports. Perhaps the most memorable was that to Gothenburg, when relatively small and compact groups of Navy blue were to be seen in the stands at some of the World Cup football matches.

#### TWO TO ICELAND

For the last few months of the commission the Squadron has from necessity had to be split, with Hogue and Lagos spending two three-week periods in Icelandic waters.

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## Nov. 1 was day of big join-up

UNIFICATION of the Royal Naval Reserve and the Royal Naval Volunteer Reserve took effect on November 1. All permanent R.N.V.R. and R.N.V.(W.)R. Officers then serving are invited to transfer to the R.N.R. and all R.N.V.R., R.N.V.(W.)R. and R.N.V.(P.)R. ratings are being invited to re-engage in the R.N.R.

The Royal Naval Reserve will consist of 15 different training lists. The list to which each officer or rating is attached depends on his obligations for continuous and non-continuous training.

No change is involved in the title, status or training of seagoing Merchant Service officers at present serving in the R.N.R., or of officers and ratings of the fishing fleets at present serving in the R.N.R. (Patrol Service). They will, in future, form lists 1 and 2 respectively in the R.N.R.

Officers of the R.N.R. Air Branch will be transferred to the Special Air List, on which there is no training obligation.

R.N.V.R. officers and ratings will transfer to Lists 3 to 15 of the R.N.R., depending on the amount of training necessary to fit them to take their place in the Royal Navy in the event of mobilization. This will vary from 14 days' continuous training plus 80 hours (or eight week-ends) non-continuous training annually for those on List 3, to no training obligations for fully trained officers and ratings on List 15. Training will be carried out at Re-

serve Training Centres throughout the country, in minesweepers attached to Sea Training Centres and in H.M. Ships and Shore Establishments.

National Service officers, who at present hold temporary appointments in the R.N.V.R., will be given temporary appointments in the R.N.R. to conform with the change of title of the permanent Reserves.

#### New women's title

On the same date the Women's Royal Naval Volunteer Reserve will be renamed the Women's Royal Naval Reserve (W.R.N.R.), and the title of the existing W.R.N.R. (a list of ex-W.R.N.S. officers and ratings willing to be recalled in emergency) will be changed to Women's Royal Naval Supplementary Reserve (W.R.N.S.R.).

The position of officers holding appointments in the R.N.V.R. for service with the Sea Cadet Corps and Combined Cadet Force (Naval Sections) is still under consideration.

The Royal Marine Forces Volunteer Reserve and the Royal Naval Volunteer Supplementary Reserve are not affected.



## The New Naval Discipline Act

# NOW COVERS FLYING PERSONNEL, RADAR OPERATORS

By C. Lawyer

In this, the first of two articles about the new Naval Discipline Act, which is to be enforced from January 1, the writer explains the reasons leading up to the introduction of the new Act. In a second article to be published next month, a summary will be made of some of the more important changes which are being introduced and also an attempt to forecast, how, if at all, they will affect the serving man.

YOU may have seen in the newspapers and in a recent Admiralty Fleet Order that there is to be a new Naval Discipline Act from 1959. What are the reasons which led up to the introduction of this new Act?

The present Naval Discipline Act was passed by Parliament in 1866. To understand it properly and to appreciate some of its rather high-sounding phrases, it is necessary to consider the background against which it was drafted. In the 1860s the Navy was rather in the doldrums. After the Napoleonic Wars ended in 1815 it had been drastically reduced in size.

It had not had any very serious calls made on it—except perhaps by the Crimean War—in the last 40 years or so, and things had not really progressed very much since Nelson's time. Sail was still considered the principal means of propulsion, except by a few revolutionaries. The press gang and the cat, although no longer used, were still legal.

### PICK THEIR SHIPS

Long-service engagements were just being introduced and seamen were able to pick their ships as most of them still only signed on for a commission at a time. It was against this background that the 1866 Act, with its rather archaic wording, some of which is copied from even earlier Acts, was passed.

However, despite its antiquity—it is now nearly 100 years old—it has been made to work pretty well and

### DRAFTING

Admiralty Fleet Order 2403/58 lists Home Sea Service ships, their base ports, for the guidance of ratings who wish to volunteer for a particular ship.

the Act is still considered to be adequate today even under modern conditions. Naval officers and men are believed to be quite satisfied with its conditions and it has been stretched to cover—quite adequately—nearly all the demands which are made on it today.

Why then, you will ask, has it been necessary to bring in a new Act? Well, to provide the answer to that it is necessary to go back to the First World War when conscription was first introduced. As a result of conscription huge numbers of men were drafted into the Army, and it was this which first drew public attention to the Service Discipline Acts.

### NEED NOT HAVE JOINED

Up to this time there had only been volunteers in the services, and if the discipline and punishments at that time may have appeared at first sight to be a little severe, the answer was that the men liable to it were all volunteers and, of course, if they did not like, well—then they needn't have joined!

In the First World War the great majority were conscripted men, and people began to ask whether it was quite fair that these men who were not volunteers should be subjected to what appeared to be stricter punishment than that to which they had been liable as civilians, and whether they should not as a safeguard, be allowed to retain the right of appeal which they had forfeited on being called up.

Of course, as soon as the First World War ended, people forgot about this and it was not until the Second World War that public interest was renewed in the Service Discipline Acts, and when conscription was continued after the war it became a political question of some importance. As a result a number of committees were set up to en-

quire into the workings of the Discipline Acts in all three services, and it is as a result of their investigations and recommendations that we are now to have this new Act.

### FAIR PUNISHMENTS

So far as the Navy is concerned the general conclusions reached were that the present system of naval discipline was entirely satisfactory and that punishments were fairly and justly administered. It was pointed out, however, that in view of the many advances which had taken place in the service since 1866, that much of the old Act, which talked about things like corporal punishment and prize money which no longer exist, was out of date. Flying offences and certain circumstances arising from the use of radar are not covered by the old Act.

It is chiefly for this reason that it has been considered necessary to bring in a new Act. At the same time the opportunity has been taken to make a number of other changes, and an attempt to describe the major ones and their effect on the serving man will be made next month.

## NEWCASTLE'S SILVER BELL RETURNS TO TYNESIDE

AT a ceremony at Newcastle-on-Tyne on October 14, H.M.S. Newcastle, now paying off at Portsmouth before being scrapped, returned to the city the silver valued at several hundred pounds that it presented to the ship and her predecessor of the same name, a four-funnelled cruiser of the First World War.

The party of 50 officers and ratings and the Royal Marines band from the cruiser, who travelled to Newcastle, was led by her Commanding Officer, Capt. A. H. C. Gordon Lennox, D.S.O., R.N., nephew of the Duchess of Northumberland, who launched the ship at Vickers-Armstrongs' yard at Newcastle in 1936.

Among the silver returned to Newcastle-on-Tyne is the silver bell presented by the civic authorities at the time of the ship's launching, silver plaques, bowls and dishes used on formal occasions by the wardroom mess and also the silk ensigns presented during the Second World War by ladies of the city.

## Royal Navy Sailing

### ENTERED FOR EXPERIENCE: TOOK CUP FROM HOLDERS

RACING for the John Illingworth Cup for the Inter-Command Firefly Championship was conducted from H.M.S. Vanguard at Portsmouth on September 27 and 28. The five home Commands and the Home Fleet entered teams; the Britannia R.N. College was again permitted to enter a team of officers under training so that seven teams took part. A programme of seven races, each between three teams, was completed in conditions of spring tides and winds varying from fresh to strong on the Saturday to light on the Sunday.

The Dartmouth team, competing principally to gain experience in better company, proved good enough to take away the cup from the holders (Portsmouth). Their agility and ability to continue racing after capsizing was noteworthy.

The Dartmouth helmsmen were: Midshipmen Chapman (captain), Cawthra, McClintock, Bunbury and Cadet Somerville-Jones.

The final order was: Britannia R.N. College 12½ points; Home Air Command 11½ points; Portsmouth 11½ points; Plymouth 11½ points; The Nore 9½ points; Scotland 9½ points; Home Fleet 60 points.

### INTER-SERVICES TEAMS

Racing for the inter-Service team championship was sailed in Fireflys

and conducted by the Association of Service Yacht Clubs from H.M.S. Vanguard in Portsmouth on Saturday and Sunday, October 11 and 12.

Each team raced against both the other teams on the Saturday and the programme was repeated on the Sunday, the crews having changed boats. One Service was considered to have gained a win over another when it gained higher aggregate points in their two races.

On the Saturday the Royal Navy won both their races, while on Sunday forenoon the Navy beat the Army who in turn beat the R.A.F. However, the R.A.F. had higher aggregate points in their races with the Army so all depended on the afternoon race between the Royal Navy and the R.A.F.

This race was started in a light southerly wind which became progressively lighter and there was a strong ebb tide throughout. Tilly came off worst in a luffing match and, in spite of brilliant sailing by Fairbank and Money, this handicap proved too great; the Navy consequently lost the match by 1½ points.

So the R.A.F. became the Firefly champions for the third time in succession. As at Seaview, the Navy gained the highest total aggregate points but lost to the R.A.F. by a very slender margin. The R.A.F. team are to be congratulated on pulling it off in unaccustomed tidal conditions.

The Royal Navy helmsmen were: Lieutenant-Commander R. S. I. Hawkins (R.N. Signal School, St. Budeaux), Captain, Surgeon-Commander R. C. Mooney (R.N. Air Station, Bramcote), Lieutenant-Commander J. M. A. Fairbank (H.M.S. Excellent) and Constructor-Lieutenant G. J. Tilly, R.A.N. (R.N. College, Greenwich).

## JIMMY EDWARDS "DISCOVERED" AT CHATHAM

THE "VICTIM" in a recent "This is Your Life" television programme on B.B.C. was "Professor" Jimmy Edwards.

The B.B.C. producer, Charles Maxwell, told the compere, Eamon Andrews, how he first "discovered" Jimmy Edwards whilst he was taking part in a variety show at Chatham Barracks which included Richard Murdoch, Kenneth Horne, Eric Barker and Harold Warrender.

Mr. Maxwell was so impressed that he signed Jimmy Edwards up to appear in the radio show "Navy Mixture," and eventually "Take it From Here," that well-known radio show which ran for about 10 years.

## "What's a mountain or two?"

### MOUNTS BAY SAILORS DETERMINED

FOLLOWING our article on a journey by car from Singapore to London by four ratings of H.M.S. Mounts Bay, the "explorers" have received many letters of encouragement and advice. The cost of the trip, which they are bearing themselves and which includes a 1954 hard-top Land-Rover, is about £800.

One of the team in writing to his mother said that even if it means pushing the Land-Rover over a mountain or two, they intend to get through.

### RECOMMISSIONING

H.M.S. Mounts Bay will be recommissioning at the end of November this year for further service in the Far East, and the new ship's company will be joining the ship at Singapore by air.

Commander W. J. Woolley informs the NAVY NEWS that he was anxious the new ship's company should be informed that ordinary air letters and air letter cards cost 6d., and that men should tell their families accordingly. Forces air letter cards may be obtained from Post Offices, and the charge for these is 3d. Commander Woolley was very anxious that men should inform their families, because at the beginning of the last commission of H.M.S. Mounts Bay a number of the ship's company went a long time without re-

ceiving news of their families, because letters written to them were sent by ordinary surface mail.

Christmas cards sent from or to the ship after it has recommissioned must be sent by air mail.

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### The "Rabbit" in the Hat

ONCE upon a time in the "good old days" there was a "salt beef squire" whose shore-going rig consisted of frock coat, striped trousers and tall hat, of which he was very proud and always spent quite a time getting himself ready for the beach.

Now the said gentleman had a weakness for trifling with government stores.

One evening, as his ship lay alongside the jetty at Portsmouth, he started to beetle off ashore. Going down the brow, which was rather steep, he slipped and had some difficulty in getting on an even keel again. This was seen by the duty officer, who sent the Corporal of the Gangway to his assistance. After the corporal had got him on to his feet he proceeded to recover the tall hat, which had been displaced, and found there was a hammock hook screwed into the top of the hat and hanging on the hook was a pot of paint and a brush.—W. G. HOLBROW.

## NEW PRESIDENT FOR HARWICH N.F.A.

THE 15th annual reunion dinner of the Harwich Naval Force (1914-18) Association was held in London on Saturday, October 11, and was well supported by members and their friends.

Presiding was Capt. Philip L. Gunn, D.S.M., R.N. (ex Arethusa), accompanied by the founder and first chairman, Cdr. C. L. A. Woollard, R.N. (Undaunted). Owing to the death of Admiral Sir Reginald Tyrwhitt and Admiral Sir Louis Hamilton, the association was without a president, but at the close of the dinner Capt. Gunn was unanimously elected to fill the vacancy.

Particulars as to membership should be addressed to Mr. F. C. Thompson, hon. secretary, 14 Sunnymede Drive, Ilford, Essex.



## R.N.V.R. Minesweepers Part in N.A.T.O. Exercises

UNIFICATION of the Reserves on November 1 is not expected to affect the activities of the 11 coastal and one inshore minesweepers (forming the 101st Minesweeping Squadron) which are attached to Reserve Sea Training Centres at ports around the British Isles.

Although a small permanent staff of Active Service ratings and civilians is attached to each centre for maintenance duties, the ships when they commission for training exercises and cruises are manned entirely by Royal Naval Reserve Officers and Ratings.

### 14-day Commissions

The obligatory continuous training for Officers and Ratings on List 3 of the United Reserve, the majority of whom are attached to Sea Training Centres, is 14 days a year. The ships therefore commission with Reserve complements for 14 days at a time, on each occasion with different Captains, officers and ships' companies. The 1958 training season is now ending, and during the summer each ship has been in commission for at least three 14-day periods and, in addition, for most week-ends.

### Minesweeping Exercises

In July all 11 coastal minesweepers assembled at Port Edgar in the Firth of Forth for Exercise Forthright, conducted by the Flag Officer, Scotland, Commander G. L. F. Hunt, R.D., R.N.R., in H.M.S. Venturer (Severn Division) was appointed as Senior Officer of the Squadron, and the Admiral Commanding Reserves (Vice-Admiral Kaye Edden, C.B., O.B.E.) flew his flag in the frigate Teazer for part of the exercise.

All ships have taken part in one N.A.T.O. exercise, six visiting Dutch and Belgian ports for Exercise Coverpoint in June, and the remainder taking part in Exercise Shipshape in the South Western Approaches during September. Netherlands Naval Officers expressed astonishment that it was possible to commission six ships with Reserve Officers and Ratings on a Friday evening, steam them several hundred miles, and be ready to take part in an intensive minesweeping exercise from an allied base on the Monday morning.

Advanced minesweeping training has been carried out from Portsmouth, where during the summer, each ship visited H.M.S. Vernon for two weeks' work-up.

### Foreign Visits

Ships of the squadron have frequently been seen in continental ports during the summer as all 14-day training periods have included a three- or four-day foreign visit. Twenty-four ports in Norway, Denmark, Holland, France, Eire and the Channel Islands have been visited this year, mostly by two or more ships in company.

### Royal Escorts

In March, H.M. Ships Thames and Isis (London Division) acted as local

escort when H.M. Yacht Britannia left Harwich for Her Majesty's state visit to Holland, and later in the year H.M.S. Montrose (Tay Division) escorted Her Majesty from Tay on conclusion of her visit to Fife.

After attending the Festival of Wales, H.R.H. The Duke of Edinburgh was escorted to the Scilly Isles by H.M. Ships St. David (South Wales Division) and Venturer (Severn Division). On her visit to Northern Ireland, H.M. Queen Elizabeth The Queen Mother was escorted from Liverpool by H.M.S. Mersey (Mersey Division) and into Belfast by H.M.S. Kilmorey (Ulster Division).

### Efficiency Trophy

The Thornycroft Trophy presented by Messrs. Thornycroft's for award each year to the most efficient minesweeper in the Squadron has this year been won by H.M.S. Montrose (Tay Division), and will be presented to the Captain of the Division (Captain J. C. L. Anderson, V.R.D., R.N.R.) later in the year. Last year's winner, H.M.S. Curzon (Sussex Division) and H.M.S. Venturer (Severn Division) were joint runners-up.

### Training Centres

The Sea Training Centres at London, Hove, Southampton, Bristol, Cardiff, Liverpool, Belfast, Glasgow, Dundee, Edinburgh and Newcastle mainly train the volunteers from civilian life who now form Lists 3-15 of the Unified Reserve. Young men between 16½ and 26 who live close enough to attend weekly drill nights are eligible to volunteer. The age limit is raised to 40 for ex-R.N. ratings or 45 for specially recommended Chief Petty Officers and Petty Officers.

Radio Communication ratings are trained at Wireless Training Centres in 45 cities and large towns throughout the country.

## SMALLER WAITING LISTS FOR QUARTERS AT PORTSMOUTH

The number of ratings' married quarters now occupied totals about 1,150, and the only estate on which building is still in progress is at Rowner. On this estate about 100 more flats are approaching completion. In addition, some 900 privately owned houses and flats are hired by the Admiralty for ratings in the Portsmouth married quarters scheme.

One of the difficulties experienced is that the majority of married quarters is in the Gosport area. This will be rectified to some extent in the distant future by the construction of further

accommodation at Eastney and Stanshaw which is now projected.

The numbers on the waiting list have grown appreciably smaller, although it is difficult to say whether this is a permanent feature or just a passing phase. Further, it appears that at this season private accommodation for hire is becoming easier to find.

On October 20 the state of the rosters in Portsmouth Command was as follows: chief petty officers, 27 (top of roster application, August 28, 1958); petty officers, 55 (August 14, 1958); junior ratings, 123 (August 10, 1958).

## SUBMARINE CAPTAIN'S FATHER CONDUCTS SERVICE

### H.M.S. Rorqual Commissioned

H.M. Submarine Rorqual, the second of the Porpoise class, capable of high underwater speed and continuous submerged patrol in any part of the world, was commissioned at the Barrow-in-Furness yard of her builders, Vickers-Armstrongs Ltd., on Friday, October 24.

To combat the boredom of long periods of submerged patrol, the submarine is equipped with a cinema projector and a tape recorder. The six officers and 64 ratings have bunks with foam latex mattresses, strip lighting, nylon curtains and laminated plastic and wood panelling, which all emphasise the improvements which have been made in the habitability of submarines over the past 50-odd years.

There is an air-conditioning plant for cool air in the tropics and heat in the Arctic, apparatus to distil fresh water from sea water for drinking purposes, and stowage for large quantities of stores and provisions to enable Rorqual to remain on patrol for months without any outside support.

H.M.S. Rorqual was launched on December 5, 1956, by Mrs. A. W. Hemsted, daughter of Vice-Admiral W. J. W. Woods, C.B., D.S.O., the then Flag Officer, Submarines, and is commanded by Lieut.-Cdr. J. A. G. Evans, R.N., who joined the Submarine Branch of the Royal Navy in 1944. His wife and two children live in Fareham, Hampshire, and his two brothers are also serving in the R.N.

The commissioning service at Barrow-in-Furness was conducted by his father, the Rev. J. P. Evans, Rector of Tidmarsh, Berkshire, who was himself in the Royal Navy from 1914 to 1936 and again from 1940 until the end of the Second World War.

### THE ROYAL NAVY

The ancient guardian of our shores,  
And keeper of the seas,  
Battler in a thousand wars,  
Defender of liberties.

The proud White Ensign long has flown  
Above your mighty fleets.  
Around the world your flag is known  
As ruler of the deeps.

The tyrant ne'er shall make you bow  
To his enslaving will,  
For always watching, then as now,  
You bring his plans to nil.

Eagle, Dreadnought, Ajax, Lion,  
Such honoured names as these,  
Shall live forever in the minds  
Of all who sail the seas.

Camperdown and Jellicoe,  
Blake and Nelson too.  
Where'er you sail these great names go.  
And honour bring to you.

Your history, long and glorious,  
Is not yet nearly done,  
For still you'll sail victorious,  
Until the peace is won.

And then, as keeper of the peace,  
Oh, still your fame will grow,  
'Till all vain thoughts of war shall cease  
When the Union Jack you show.

So here's to the Navy of the Queen—  
A gallant band of men.  
Finer, Britain's never seen—  
Fiercely glory win for her again.

GEORGE CATTERLIN.  
Dayton, Ohio, U.S.A.

## NAVY BOXING ON UP-GRADE?

LIEUT. R. V. Smith, Royal Navy, Portsmouth Command Boxing Secretary, must have been encouraged by the number entered for the Portsmouth Command Novices Boxing Championships, 1958. Held at the Portsmouth Naval Barracks on October 1 and 2, there were 86 entries.

Although there was very little style or finesse, the bouts showed that there was plenty of enthusiasm and spirit, and with coaching and experience several of the boxers should eventually make the Command team. A.B. Bleaney, of Dryad, impressed with his three first-round knockouts, but he has some unorthodox mannerisms to eliminate.

E.A. Apprentice Pascoe (Collingwood) and R.O.3 Fogarty (Mercury) were the best stylists but both need to be a little more rugged.

The high-light of the final evening was a special light-weight contest between A.B. Jackson of H.M.S. Excellent, and J. Buckner, of Hillside Boxing Club. The crowd thoroughly enjoyed this contest,

and despite the stabbing left of Buckner, Jackson, with a brilliant display of counter-punching and ring-work, obtained the decision. The Samuels Trophy for the winning team was again won by H.M.S. Collingwood—their sixth successive win.

Individual winners were:

Bantam-weight: L.R.E.M. Williams (Collingwood).  
Feather-weight: App. Pascoe (Collingwood).  
Light-weight: O.S. Haigh (Vernon).  
Light welter-weight: Inst. Lt. Evans (St. Vincent).  
Welter-weight: E.M. Lealy (Osprey).  
Light middle-weight: A.B. Bleaney (Dryad).  
Middle-weight: E.M. McWilliams (Collingwood).  
Light heavy-weight: O.A. Mallett (Vernon).  
Heavy-weight: L.R.E.M. Hornby (Collingwood).

## House purchase

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	and will now be worth about ...	£82 16s	£110 8s	£138	£165 12s	£193 4s
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	and will now be worth about ...	£142 4s	£189 12s	£237	£284 8s	£331 16s
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## ANNIVERSARIES OF NAVAL IMPORTANCE

COMPILED by, and printed with permission of, Commander W. B. Rowbotham, Royal Navy.

November 1, 1914—Vice-Admiral Sir Christopher Cradock (Good Hope) defeated by Vice-Admiral Graf Von Spee (Scharnhorst) off Coronel. Good Hope and Monmouth sunk.

November 3, 1914—Bombardment by Anglo-French Squadron of the outer forts at Dardanelles.

November 3, 1914—German battle cruisers bombard near Gorleston.

November 4, 1914—German cruiser Karlsruhe sunk in Atlantic.

November 5, 1854—Battle of Inkerman. V.Cs.—Capt. William Peel and Midshipman Edward St. John Daniel, both of Diamond, Lieut. W. N. W. Hewett, of Beagle, Seamen T. Reeves, J. Gorman, M. Scholefield and Cpl. J. Prettyjohn, R.M.

November 5, 1940—Jervis Bay sunk by German pocket battleship Admiral Scheer. V.C.—Acting Capt. E. S. F. Fegen.

November 5, 1946—Lieut.-Cdr.

P. A. O'Leary, D.S.O., awarded G.C. for work in connection with escape of Allied prisoners.

November 6, 1914—B11 proceeded two miles up the Dardanelles.

November 8, 1942—Landing in North Africa (Operation Torch).

November 9, 1914—Sydney destroyed German cruiser Emden at the Coros Island.

November 11, 1940—F.A.A. attack on Italian battleships at Taranto by two squadrons from Illustrious and two lent from Eagle.

November 12, 1940—7th C.S. under Vice-Admiral H. D. Pridham-Wippell (Orion) sank one ship and set two others on fire of an escorted convoy of four ships off Valona.

November 12, 1944—Lancaster bombers of No. 5 Group, Bomber Command, sank German battleship Tirpitz at Tromsø.

November 13, 1944—Bellona, Kent (Rear-Admiral R. R. McGrigor—C.S.I.), Algouguin, Myngs, Verulam and Zambesi attacked escorted convoy

sinking six out of seven of convoy and three out of four escorts.

November 14, 1944—Brocklesby and Wheatland bombarded Bar, Adriatic.

November 15, 1798—Capture of Minorca (Commodore John Duckworth (Leviathan)).

November 16, 1857—Shannon's Naval Brigade at attack on Sikandarbagh and the Shan Nujef, Lucknow. V.Cs.—Lieut. N. Salmon, J. Harrison, Capt. of foretop Lieut. T. J. Young, A.B. William Hall (all of Shannon).

November 17, 1917—Light cruiser action off Heligoland. V.C.—John A. Carlless, Ord. (Caledon).

November 19, 1915—S.Cdr. R. Bell Davis, R.N.A.S., awarded V.C. at Ferrik railway junction.

November 20, 1759—Battle of Quiberon Bay. Admiral Sir Edward Hawke (Royal George).

November 23, 1939—Rawalpindi sunk by German Scharnhorst.

November 24, 1939—First German magnetic mine recovered and dismantled by Lieut.-Cdr. J. G. D. Ouvre and R. C. Lewis (Vernon). D.S.O. for this service.

November 25, 1941—Barham sunk by German U331 off Sidi Barani.

November 27, 1940—Action off Cape Spartivento. Vice-Admiral Sir James F. Somerville (Renown).

November 28, 1914—Cdr. H. P. Ritchie (Goliath) awarded V.C. at Dar-es-Salaam.

November 30, 1652—Admiral Robert Blake (Triumph) and Admiral Maerten Tromp (Brederode) off Dungeness.

(Corrections to October list of anniversaries. October 9, 1862. For Taping read Fenghua. Taping was the name of the Chinese rebellion and Fenghua was the name of the city where the act of gallantry was performed. October 12, 1702. For Honnandia read Hollandia.)

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# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

## Admiral—85—still considers Navy world's finest service

### R.N.A. CALENDAR

**Cheam and Worcester Park**  
November 29.—Dance at Cheam Social Club.

**Wimbledon**  
November 28.—Dance at Fountain Hotel, Tooting, S.W.17.

**Havant**  
November 9.—Remembrance Sunday Parade.  
November 15.—Annual Dinner in H.M. U.C.W.E.

**Portsmouth**  
November 9.—a.m.: Parade at Naval War Memorial, Southsea, and Civic parade at the Guildhall.  
p.m.: British Legion Parade, Kingston Church.  
8 p.m.: Short service at Pitt Street.  
December 5.—21st Anniversary Dinner and Dance.

**Addlestone and Woking**  
December 6.—Dance at Co-operative Hall, Addlestone.

**Ashford (Kent)**  
November 21.—Social at Lydd.  
November 29.—Grand opening and Social at Somerset Arms.

### VENUES

**Addlestone and Woking:** Duke's Head Hotel, Addlestone.  
**Wolverton:** T.A. Centre, Drill Hall, Wolverton, 7.30 every Friday.

### We will remember them

Shipmate Miles, member for a number of years, of Dorking Branch.  
Shipmate R.E.M.(Air) R. A. Golden, a member of Malta G.C. Branch.

### STANDARD THE SIGN OF GOOD COMRADESHIP

TWO years to the very day after being formed, Wolverton was able to have its new standard dedicated at a service in St. George's Church, Wolverton. After the service, the second annual dinner of the branch was held, and the guests included Councillor T. H. Haseldene, Chairman of Wolverton U.D.C.

President Mr. G. N. S. Weller said the branch had made steady progress during the two years. Although meetings could have been better attended, they had been well supported. The standard represented the spirit of the Association—to build up good comradeship. "If we carry that spirit through we shall repay those who made the sacrifice during the war," he added.

The secretary to the branch is Shipmate J. E. Meakins, and the new headquarters are the T.A. Centre, Drill Hall, Wolverton, and any shipmate who cares to pay a visit on any Friday will be made more than welcome.

**BLESSED** with fine weather the Cenotaph Parade and Service this year was a simple, yet dignified affair. It did seem for the first minute, that the march from the Horse Guards Parade to the Cenotaph would be a bedraggled one, but with the bands of the Kingston Sea Cadets and of the Training Ship *Arethusa*, and the old training having its effect, the marchers were soon in step and swinging along in real Navy style.

The short service at the Cenotaph itself, during which Admiral of the Fleet Sir John Cunningham laid the Association's wreath, could not fail to impress everyone.

After the service, held on the Saturday prior to Trafalgar Day, the parade marched up Whitehall, under Admiralty Arch to the Mall, the route beflagged for the visit of the German President, but which onlookers said could be taken as a tribute to the marchers, and back to the Horse Guards Parade (what a pity several had to break from the ranks during the last hundred yards) where contingents were addressed for a brief minute by the Second Sea Lord, who had taken the salute.

It was grand to see so many on the Horse Guards Parade.

### SPLENDID REUNION

The Annual Reunion at the Festival Hall was a splendid affair and con-

was Admiral of the Fleet the Earl of Cork and Orrery, whose sandy hair belied his 85 years, and who referred to the Royal Navy as "the finest service in the world."

### C-IN-C. PORTSMOUTH

And so to the Finale, during which Admiral Sir Guy Grantham, the Commander-in-Chief, Portsmouth, spoke from Lord Nelson's cabin in H.M.S. *Victory* to all in the Festival Hall and also to those in the Star and Garter Home, Richmond, to which the whole of the night's proceedings were relayed. The theme of the Finale, "Let us think of England," brought a lump to many a throat—it was so well done that one was taken from a crowded hall to the still night watches at sea, when those self-same thoughts were in one's heart. The standards were massed, the Guard of Honour from Kingston Sea Cadets stood with arms at the "present," the lovely

## "LET US THINK OF ENGLAND" BRINGS LUMP TO THROATS

siderable praise and congratulations are due to the producer and his associates.

From the moment when the fanfare by the memorial silver trumpets from the R.M. School of Music opened the show to the finale, there was no lagging and everyone in the audience enjoyed the varied fare. The massed bands of the Royal Marines, the songs of Robert Easton, the balloons of Trevor Little, the Welwyn Garden City Male Choir—here was a varied feast of music and song. The xylophone solo by 16-year-old Junior L./Cpl. M. K. Taylor was wonderfully received, and earned a special word from Sir John Cunningham.

There was a charming interlude when Bryan Johnson sang excerpts from "Hans Christian Andersen" in a Danny Kaye style to some young children. They enjoyed it and so did the audience.

Vera Lynn was indisposed and naturally she was missed greatly, but Norman Evans with his "Dentist" sketch and "Over the Garden Wall" was appreciated very much.

Admiral of the Fleet Sir John Cunningham, the president of the Association, introduced a figure well known to many of the shipmates. He

"Sunset," the "Queen"—and we came back to the Festival Hall. Another Reunion was nearly over. Friend had met friend, new friendships were made, and with promises to meet again next year we drank to the Royal Navy, past, present and future, and to the Royal Naval Association, proud, yes, mighty proud, of the salt in our veins.

### FULHAM'S NEW HEADQUARTERS

THE Fulham Branch has moved to new headquarters at 264 Field Regiment, R.A. (T.A.), Fulham House, 87 Fulham High Street, Fulham, S.W.6. We are very grateful to the Sergeants' Mess for allowing us the privilege of using their premises. We meet on Friday nights at 8 p.m.

We would like to take this opportunity of thanking the Portsmouth Branch for the wonderful entertainment they gave us when we paid them a visit on Sunday, September 7. It will be a day that we will always remember. For myself, it was the high-light of 1958, and I hope that it will not be too long before we make a return visit.—F. FREEMAN.

## MUST BUILD UP FUNDS FOR NEXT CONFERENCE

THE branch delegates of Number One Area held their meeting on September 27, and it was disappointing to find that the number of delegates was not so large as it should have been. It was, however, pleasant to observe the number of visitors. Unquestionably, the fact that football has its devotees reduces the attendance at Saturday afternoon area meetings,

and at the same time it may be that the fascination of that little box in the corner—the "telly," the murderer of all social intercourse—affects attendance at such meetings.

There were a few hectic moments during the evening when the chairman had to exert his authority, but that is what meetings such as area meetings are for—to ascertain the feelings of branches, and to thrash out problems which affect the area and the Association.

As hosts for the next autumn conference, it is necessary for Number One area to build up the area funds to put on a show comparable with those put on by other areas. It can be done and there is an example to follow in Shipmate A. Woonton, of Finsbury, who won for Number One area the standard bearers' competition. Congratulations to you, Shipmate Woonton.

Regarding the annual reunion, the producer, Shipmate Leslie Maskell, and his associates should be congratulated on the excellent show. Some grumbles were heard regarding the timing, in that dancing could not commence until after 11 p.m., and it is hoped that on future occasions some arrangements could be made to cater for the keen dancers, some of whom have travelled considerable distances. As the show ended so late, many people found it impossible to have a drink and a yarn with "old ships" from other areas, and it is possible that this detracts from an event named "reunion." Again, this is something which could be avoided in the future.

A number of tickets were on sale both at the parade in the afternoon and outside the hall in the evening. This seems a pity when often some branches seem consistently unlucky in the allocation of tickets.—G. W. N.

## Visitors 'Splice Mainbrace' at Newcastle

TWO very successful tombola nights have been run by our treasurer, Shipmate A. Denton. He certainly can shout the numbers out!

Shipmate T. Cook looked us up from Newbiggin; he must have known we were "splicing the mainbrace" that night. However, he must have liked our new headquarters, as Mrs. Cook turned up the following night and very pleased we were to see her.

The branch has been invited to the ceremony for the returning of the silver bell given to H.M.S. *Newcastle* by the city when the ship was commissioned. Now the ship is being broken up the bell is coming home.

### Havant Branch to aid Training Corps

THE main item discussed at Havant branch meeting on October 7 was the arrangements for their annual dinner, which will be held in the canteen at H.M.U.C.W.E., as in past years.

They were pleased to hear that their delegate had been elected to the committee of the local Citizens Advice Bureau. There was, however, disappointment at the fact that no annual reunion tickets could be obtained for the branch.

It was announced that they had been requested to assist in running a Nautical Training Corps, which is to be started in the town.

## R.N.A. Band of Brothers: An open letter to shipmates

DEAR Shipmates.—Another reunion has taken place, and a wonderful one it was, too. As most of you know, I was at the Star and Garter Home together with all those of the Home who could get into the Common room. Sandwiches, cakes and hot coffee were provided, and a real party spirit prevailed.

I wish every one of you could have seen Shipmate Maving, now 75 years old and who joined the Navy in 1899, singing "Sons of the Sea" into the microphone. It brought a lump to my throat, and I know it would to yours, too.

There were no grumbles at the Home—one old soldier said to me, "The Home is a fine place, they look after you."

To us at the Home, the high-light of the reunion was the Commander-in-Chief's speech from Nelson's Cabin

in the *Victory*. It was then I think that all at the Star and Garter felt that they really belonged to a band of brothers. Let's say it again: "A Band of Brothers." How often have keen shipmates, when persuading potential members to join the association, been told that the beer at the branch's meeting place is not to their liking, or, again, that shipmates have said that they are leaving the branch because they don't like something another shipmate has said at a meeting. If they were a band of brothers or wished to join a band of brothers, then these small differences would not amount to much.

Some branch officers get quite despondent when they cannot find younger shipmates to shoulder branch responsibilities and everyone knows of those who seem to take everything for granted or those who do not or cannot attend branch meetings regularly, and never think of sending along a couple of shillings to keep the ship financially sound. If members are

really members, they will support their officers, take on responsibilities, and act as brothers should. We are told of branches "folding up."

New branches are, however, being formed regularly, but to those branches who, for various reasons, are not as strong in members as they once were, it is well to remember that after an action a fleet has to re-form, and to do the job that has to be done, with what is left, and I suggest shipmates who are so affected could form, say, a "House Branch"—meeting in a shipmate's front room, or they could join the Headquarters Roll to maintain the vital link with the Association. Our Association is something more than running socials and dances, selling raffle tickets, etc. These are all very necessary, but the Association can only become stronger and great in numbers if our foundation stone and ideal is a **BAND OF BROTHERS**.—GEORGE MORRIS, London (S.W.) Branch.

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## FESTIVITIES AT BELFAST

## NAVY DOES NOT UNDERRATE HUMAN ELEMENT IN THIS NUCLEAR AGE

Much depends on loyalty, devotion and efficiency of those who man the ships

**T**S.N.O.N.I., as guest of honour at the fourth annual dinner. Other guests were Captain A. C. Reid, O.B.E., Sydenham Air Yard; Lt.-Cdr. Stillwell, H.M.S. Sea Eagle; Lt.-Cdr. Marchesi, H.M.S. Caroline; Shipmate W. McKnight, Area Hon. Sec.; Shipmate J. Thatcher, National Council delegate; Shipmates from Bangor, Londonderry, Mid-Antrim, Newtownards and Portadown. Representatives from the R.A.A., R.A.F.A., Royal Inniskillings, Royal Ulster Rifles O.C.A. and British Legion also attended.

Another successful function bore evidence of the organising ability of the hard-working, enthusiastic hon. secretary, Shipmate T. Brown, and of the loyal support of the committee.

After the Loyal Toast the Chairman read a message from The Queen in reply to one from the President, Captain the Earl of Antrim, on behalf of the shipmates.

Shipmate J. Bartlett, Branch Vice-Chairman and Area Chairman, proposed the toast of "The R.N.A." to which Shipmate J. Thatcher re-

sponded passing on the admonitions and exhortations of our National Council for the benefit of R.N.A. members.

## TODAY IN THE NAVY

The toast of the Belfast Branch was proposed by Major George Shields, Royal Inniskilling Fusiliers O.C.A., whose work for ex-Service men in Belfast is widely recognised, and he concluded with the shipmates roaring: "The more we are together."

"Our Guests" was sponsored by the

Chairman, Shipmate Maxwell, to which Captain C. R. L. Argles replied.

He held the attention of all whilst revealing something of life in the Royal Navy today, contrasted with the immediate post-war years. Loud cheers greeted his assertion that the Royal Navy of today depended just as much on the loyalty, devotion and efficiency of those who manned H.M. ships as in bygone days. The Royal Navy does not underrate the value of the human element in this nuclear age.

Although the President and several Vice-Presidents were unable to attend they were pleased to welcome Lt.-Cdr. A. Niblock, R.N.V.R., and regret was expressed that civic duties prevented Hon. Shipmates Sir James Nisbett, D.L., and D. Newburn, M.B.E., from being present. Entertainment was by Messrs. Comisky, Thompson and Wilson.

## ENSIGN PRESENTED

The high-light of the branch's October meeting was the presentation of a silk White Ensign by Shipmate D. Hunt, D.S.M., to mark his return to civilian life. The Chairman expressed the thanks of members for his generous practical expression of his interest in the branch.

Tributes were paid to the hon. secretary for the success of the annual dinner, it being said that it was gratifying for the Chairman and committee to know that he was upholding the high standards set by his predecessors.

C. A. MAXWELL

## TWO NEW BRANCHES FORMED IN MIDLANDS

**T**HE Birmingham Central Chairman, Shipmate Woodman, opened the inaugural meeting of the Edgbaston and Ladywood Branch and the Smethwick Branch by giving a warm welcome to all those present, stating that from the

beginning of these two new branches of the Royal Naval Association there would arise a good membership in the Birmingham area, and he then asked Shipmate Young, the National Council member, to formally commence the inauguration.

Shipmate Young first read two telegrams of good wishes sent to the new branches, one from Birmingham Central Branch and one from Shipmate Wheale, chairman of Edgbaston and Ladywood branch.

The National Council member explained the principal aims of the Association. He felt sure that the spirit of friendship would be evident in the new branches. Shipmate Young commended Birmingham Central Branch for their efforts in forming two new branches.

## CARDS AND BADGES

The new members of both branches lined up and they were handed their membership cards and badges after Shipmate Young had read the initiation into the Royal Naval Association.

After the ceremony Shipmate Wheale thanked Shipmate Young for the way in which he had conducted the meeting.

Shipmate Wark, chairman of No. 8 Area, expressed his pleasure at welcoming two new branches into the area. He mentioned that there was a possibility of further branches being formed in the Birmingham suburbs. He sincerely hoped that he would be seeing the representatives of the new branches at future area meetings.

The final speech of the evening was from Shipmate Smethurst, the Birmingham Central secretary. He said that he also was most gratified by the addition of the new branches, and he felt that by branching out into the suburbs that many new members would be secured. The evening concluded with a social.

Officials of new branches.—Edgbaston and Ladywood secretary, Shipmate K. Waldron; chairman, Shipmate Wheale. Smethwick secretary, Shipmate J. Sweeney; chairman, Shipmate J. Wark, J. Monaghan.



Belfast Branch Committee, 1958.—Shipmates T. Brown (hon. secretary), A. E. Henderson, R. Kury, E. Simms, C. A. Maxwell (chairman), W. H. Carey, J. T. Roberts, R. J. Pollock (hon. treasurer), J. Bartlett (vice-chairman), E. McCaw and J. Mallon. (Missing from photograph J. Bunting).—Photo by courtesy of "Belfast Telegraph."

## Portsmouth make arrangements for 21st dinner

**A**SSOCIATION affairs at Pitt Street are in the silly season right now—nothing of interest happening and nothing controversial to matter about. This has been reflected in the attendance at general meetings recently, so much so that last month it was very reluctantly decided to reduce the quorum from 50 to 35 to get the meetings started on time. Having taken this decision we found it was unnecessary, for we have had our 50-plus at opening time at each meeting!

The response for the reunion was very poor this year; having bought 31 tickets we found only five were required. This doesn't mean only that number attended. The afternoon ceremony is still popular and quite a representative platoon was on parade, but for some reason the evening show at Festival Hall seems to have lost its appeal at Portsmouth.

## REMEMBRANCE SUNDAY

Last month we were promised a visit from the general secretary, and as it is more than two years since he came to see us we laid on an "Any Questions" session and were all set to give him a good reception, but at the last moment he had to cancel the visit. Times have indeed changed for we can remember when he used to visit us three or four times a year. There is probably a good reason for this, but we don't know what it is.

On Remembrance Sunday we shall as usual be having our special early morning parade at the Naval War Memorial, Southsea Common, before taking part in the civic ceremony at the Guildhall. Transport has been laid on from 8.30 a.m. along all the main roads as in previous years, and we look for a good muster. After lunch we are taking part in the British Legion Parade and Service at Kingston Church. For the evening we have arranged a short service at Pitt Street at 8 p.m. This has always proved very popular, so come along and make it worth while. From 8.30 p.m. onwards it will be usual Sunday routine and Family Night.

The new Commodore R.N. Barracks has promised to look in on one of our general meetings to have a chat with the members and, we hope, to meet a few "old ships."

Arrangements are well in hand for our 21st anniversary dinner and dance, which will be on Friday, December 5, at Kimbells, Osborne Road. Tickets will be 12s. 6d. The lists are now open and subscriptions may be paid any evening. There will be more room this year than last and we are confident we shall be able to accommodate all who wish to attend, but there is still a limit so the sooner your name goes down the better.

## INDOOR GAMES

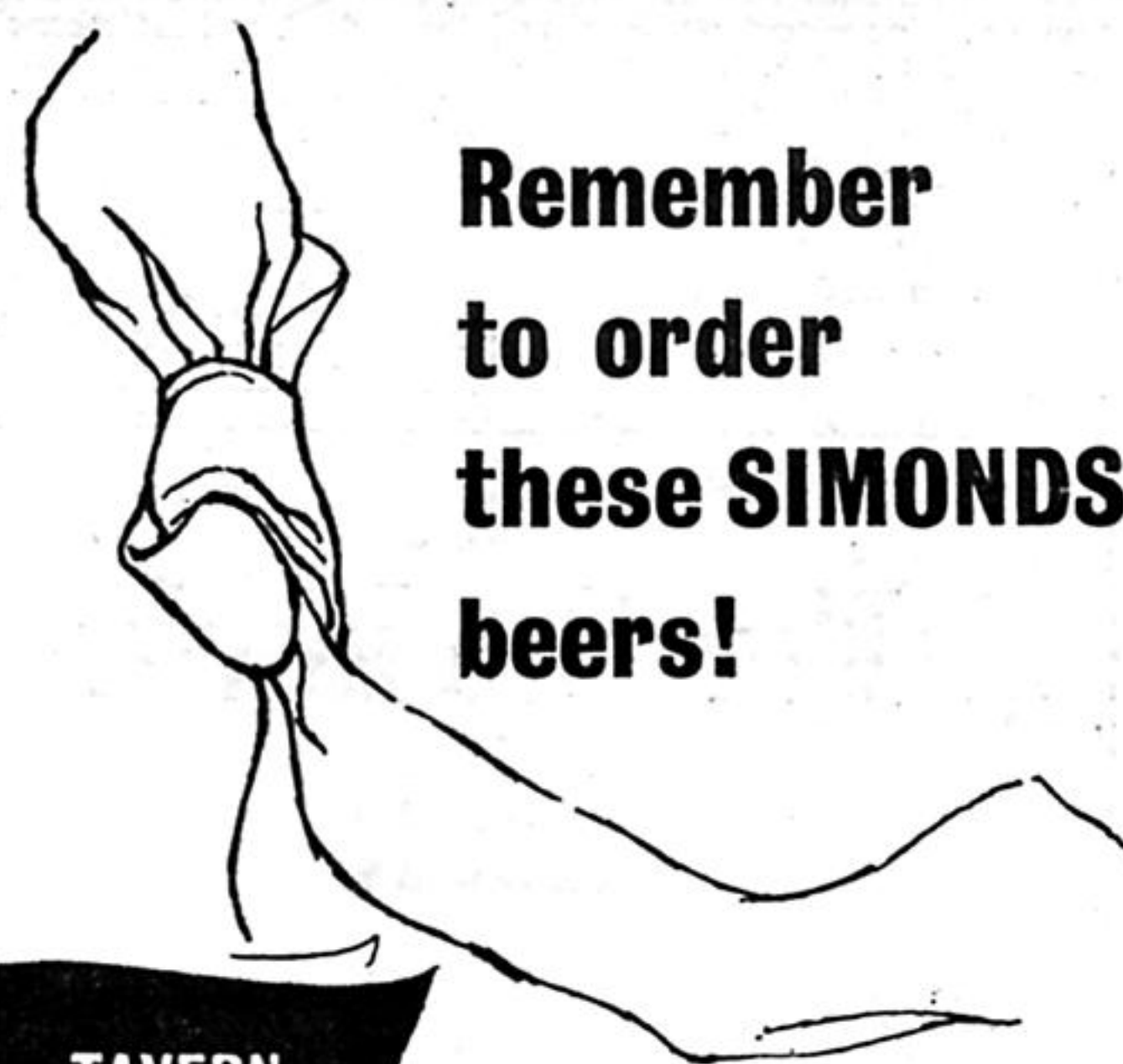
Our "chummy ship," Gosport Branch, came up with a bright suggestion recently for a three-cornered

tournament of indoor games, with Gosport, Portsmouth and the Royal Marine Association as the contestants. All concerned took up the suggestion with great enthusiasm, and a series of dates has been arranged on a home and away basis for the winter season. A trophy has been donated for the winning team and everyone is looking forward to some pleasant evenings together. This could be a splendid idea to get to know each other better and if it proves as successful as we all hope, who knows, we might perhaps be able to extend the tournament next year to others of our nearer neighbours.

## STAG PARTY

In response to popular demand we have had a return visit of "Cinderella on Vice," but this was strictly a stag party, the womenfolk having been conveniently packed off to a theatre show at H.M.S. Sultan for the evening.

Our collection of foreign stamps for the boys and girls at the Naval Orphanage is proving most successful and we are very grateful at the response we are receiving. The youngsters are getting a big thrill out of it and send such charming letters of thanks. If members still have some of their youthful collections dig them out and bring or send them to us, they can still give a lot of pleasure to a lot of unfortunate children. Our indefatigable almoner, Shipmate Pimlott, has taken on the unofficial appointment of "Uncle Charlie" to meet these kids and is doing a grand job.



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## "CELLAR DWELLERS" BECOME NOVA SCOTIA CHAMPIONS

WITH the United States as a neighbour and with all the TV programmes, radio programmes and advertisements that go with sport as a money-making industry in that country, it is not surprising that the better-known sports in Canada are baseball and Canadian football, even though of later years there has been a considerable influx of Europeans into Canada and the United States.

Much has been done, however, by the Sixth Submarine Squadron to foster greater interest in our own national sports. Not since 1955, when the Maritime and Nova Scotia cups were won by the soccer side, have the teams been so successful, for with the submarines doing a lot of sea time, especially, it seemed, when there was an important match to play, it was not surprising that, although never bottom of our small leagues, the Sixth Submarine Squadron team was never top, neither did they carry off any trophies. This year of 1958 has seen quite a remarkable change, for both boats stationed in Halifax and spare crew have become very sport-minded, and Ambush especially has considerably strengthened both the cricket and soccer teams.

### 'CRAZY, MIXED-UP GAME'

In a four-team cricket league, consisting of the Naval Research Establishment, H.M.C.S. Stadacona, Corsors of Canada and ourselves, we managed to top the league after a thrilling fight with N.R.E. for top place in the last match. This year, for the first time, there will be a trophy awarded and we are privileged to have our names inscribed on it as the first winners. Two cricket grounds were available during the short season, one at H.M.C.S. Stadacona, the other at St. Mary's where one could almost believe that once more one was in England, for the setting is like a village cricket ground in the United Kingdom.

The weather was perfect for the game, different to that experienced at home judging from the number of rained-out first-class matches. Quite a few spectators watched the games, and with tea and biscuits at four o'clock who could ask for a better way to spend an afternoon. One Canadian onlooker was heard to remark that it was a crazy mixed-up game, but on the whole the games were viewed with interest.

In the last game with N.R.E. batting first on a matting wicket, our bowlers, consisting of C.E.R.A. Taylor (captain) and Leading Writer Wheeler, dismissed the opposition for a mere 31 runs. With loads of confidence our opening bats went in and scored 15 before the first wicket fell.

No one worried, for in past matches scores of more than a hundred; even two hundred had been made, but



SIXTH SUBMARINE SQUADRON SOCCER XI.—Back row: L.T.O. D. Davies (inside left), R.O.2 B. Rowbotham (right back), A.B. P. Baker (outside left), A.B. G. Fisher (outside right), E.A.1 R. Wyatt (centre half). Front row: L.Wtr. J. Wheeler (inside right), L.Sea. R. Ross (right half), L.M.(E.) P. Donaldson (left back), L.Sea. M. Richards (right half), Ch.M.(E.) W. Featherstone (left half), R. S. V. Woolley (centre forward). Not shown: M.(E.)1 J. Pressley (goalkeeper), E.R.A. C. Madlin (left half), A.B. A. Kearn (right back), E.R.A. M. Prosser (goalkeeper). Nova Scotia Championship Cup on left of photograph. Maritime Championship Cup on the right

when the next five wickets fell for only the addition of six runs it was obvious that great care would have to be taken if we were to win. With only 12 to get, each single was greeted with a round of applause. It was left to P.O.M. (E) Boore, the ninth man in, to get the winning runs which he did with a mighty Compton-like hit for two. It really needed a mighty swipe to get even one run, for the outfield was very slow indeed, and the other side's fielding extra keen.

The Squadron registered with the Halifax and District Soccer League this year and not with the Tri-Service League as might be expected, because of the distances involved. The Halifax and District League consisted of four teams, Olands Schooners, Keith's Brewery, Halifax Shipyard and the

Squadron. After a very disappointing start to the season, winning only one of our first six games, the Nova Scotia play-offs began.

### 'CELLAR DWELLERS'

The "Cellar Dwellers," as the local press called us, were drawn against a team from Sidney called the Seaside Stars, and went comfortably into the next round by beating the Stars 8-0.

In the next round, and with a considerably strengthened team with the arrival of Ambush, we beat H.M.C.S. Stadacona 3-2 in a very tough and hard game.

In the final against the much-fancied Halifax Shipyard the Squadron won by 2-0, with the opinion that the score should have been even higher. We were awarded the Nova Scotia Challenge Cup and the title champions of Nova Scotia.

### TELEVISED GAME

In the Maritime championships against the R.C.A.F. Station Summerside, Prince Edward Island, which was played on a home and away basis, the Squadron drew 3-3 at Summerside and won 3-1 here at Halifax. This game was televised. Both teams were presented to Cdr. H. C. Gowan, R.N., before the kick-off, and C.P.O. R. Wyatt (captain) presented a bouquet to Mrs. Gowan who made the presentations at the completion of the game. The Squadron travelled to Montreal for the All Canadian Soccer Cup semi-finals on Saturday, September 13, 1958, our opponents being the Montreal Harringtons, Quebec Province champions, who disposed of Sudbury, Ontario Provincial champions. The winners go on to Vancouver, British Columbia, for the finals. (The Sixth Submarine Squadron lost this match.)

Halifax, with Bedford Basin added, must be one of the best harbours in the Commonwealth. The Squadron have made full use of this in both pulling and sailing regattas which take place regularly every week-end. Our successes have been strictly limited, but it is a poor week-end that doesn't see about three teams competing in the various classes.

### PLASTIC DINGHY

The Royal Canadian Navy have produced a new plastic dinghy, Bermudan-rigged in Terylene. These are extremely fast and have provided many a good afternoon's sport, with an even chance on a wet shirt.

As will be seen, the Sixth Submarine Squadron have now settled down in Halifax, and with the arrival of some families we look forward to an even more enjoyable season next year.

Canadian-type rugby and ice hockey are the winter sports, but it is feared we shall only be able to participate as spectators, though this is rumoured to be strenuous.

## Grit and determination win Navy rugger cap

LIEUT. J. T. (Terry) Hodgson, our sportsman of the month, was born in London in May, 1935. When war broke out in 1939 he moved to Blackpool and attended Blackpool Grammar School. In 1951-52 he was captain of his school and also played for the local club, Fylde. In 1952 he went to Cambridge University and entered St. Catherine's College.

For a short spell he played in the College 3rd XV, but talent such as he possessed was not long in being noted and he soon graduated to the 1st XV, playing in the centre. He was awarded his colours for the 1952-53 and 1953-54 seasons. When one realises there are over 1,000 players at Cam-

### SPORTSMAN OF THE MONTH

bridge, it is quite understandable that he did not immediately get his place in the Varsity XV.

In 1954 he took a step nearer his Varsity cap when he played for the LX Club, the reserve XV for the Varsity side.

Then came 1955 and his place in the XV which lost 5-9 to Oxford in the annual match. This was the year when Olwyn Brace, at scrum half, and Mike Smith were the terrors of most rugger sides in the country. The same year he played in the England trials at Surbiton.

### RESERVE FOR ENGLAND

Terry will probably consider 1956 as his best year so far. He was chosen as reserve for the England team, played for Lancashire against Yorkshire and Middlesex in the County Championships, and was a member of the Combined Universities tour team in Argentina. During the last match of this tour he tore his hamstring, the only disappointment in a very successful season. This injury kept him out of rugger for the 1956-57 season, and on leaving the University he joined the Royal Navy.

In 1957-58, although still troubled by the leg injury, by sheer grit and determination he was awarded his Navy cap.

This season he was elected captain of U.S. (Portsmouth).



## WHITE ENSIGN RE-HOISTED BY SPITEFUL

H.M. Submarine Spiteful, which has been on loan to the French Ministry of Marine since January, 1952, is being returned to the Royal Navy on being replaced by new construction submarines in the French Navy. She arrived at H.M.S. Dolphin, the submarine headquarters at Gosport, from Toulon on October 22. The Spiteful, renamed Sirene when the White Ensign was replaced by the French flag, was one of four submarines made available to the French Navy. She was laid down by Scotts Shipbuilding and Engineering Co. Ltd., of Greenock, in September, 1941, and launched in October, 1943.

## A "Windmill lovely"



Wendy Clarke, born on March 26, 1937, in Wilmington, Kent, now lives in Dartford. She first appeared on the stage in a charity concert when only six years old, and when she was 12 she signed on with Eleanor Beams and made her professional debut in "Aladdin" at the Chatham Empire in 1949. In 1955 she joined the De Vere Dancers and then became a can-can dancer with the Ballet Montparnasse. For six months prior to joining the Windmill, Wendy was unable to dance owing to a slipped disc in her spine and took a job as a comptometer operator. She made her Windmill debut in September, 1956. Recreations: swimming, needlework and knitting. Personal details: height, 5 ft. 3 in.; weight: 8 st. 11 lb.; hair: golden blonde; eyes: green; bust: 37½ in.; waist: 24 in.; hips: 36½ in.

## For the lower deck

MOST servicemen have made plans for the future. There will be things they want to do, things they want to buy... furnishing a home, children to educate...

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

In co-operation with the Admiralty a special scheme of endowment assurance has been devised for naval ratings and Royal Marines (other ranks).

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Applications for next courses (November 1958 and February 1959) in own handwriting, please, to the Personnel Manager, 101 Wigmore Street, London, W.1, quoting reference C.E.58/11.

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Write to the Crown Agents, 4 Millbank, London, S.W.1. State age, name in block letters, full qualifications and experience, quoting the reference number quoted against the post desired.

**MANAGERS** (married) required for off-licences situated in London, Middlesex, Essex, Bedfordshire, Berkshire, Surrey, Kent, Sussex and Hampshire. Applicants must be willing to train in high-class sales and must be in possession of a driving licence. This is an opportunity for those who wish to take up a sales career and who consider they have a good ability. After the initial training period, and when promoted to the status of a manager, applicants (non-commissioned only) will be provided with a good commencing salary, plus commission and pension. Also living accommodation with free electricity, gas, coal and coke will be provided. — Application should be made to The Galleon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3.

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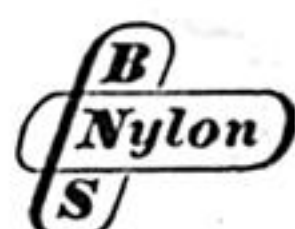
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Inquiries regarding advertisements on this page should be sent to the Editor, "Navy News," R.N. Barracks, Portsmouth, or to Messrs. Gale & Polden Ltd., 28 Craven Street, London, W.C.2

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## Home Air Command Sports News

# STRONG HAMPSHIRE F.A. TEAM SHOWS UP COMMAND WEAKNESSES

Royal Navy (Air Command), 0; Hampshire F.A., 6

THE first fixture of the season was played as a representative Royal Navy Trial, under floodlights, at Privett Park, Gosport, on Wednesday, September 24. The Air Command team was selected following a North v. South trial match at R.N.A.S. Bramcote on September 10.

Air Command kicked off and went straight into the attack, but after a fruitless crisp shot at goal, Hampshire took play to the other end and Cairns was soon showing his ability in the Command goal. As the result of a defensive mistake, Pusk, a lively little centre forward, opened the score for Hants and 14 minutes later scored again with a close-range shot. After 43 minutes the Hants inside left hit goal number three into the net.

## Second Half

In the opening minutes of the second half Hampshire went further ahead, an opportunist goal by Pusk completing his hat-trick. Air Command were now settling down and a scorching 35-yard drive by Willott looked every bit a goal, but this was well taken by the goalkeeper. The Hampshire forwards were not long in striking back and that nippy Pusk, who was giving Weightman, the Command centre half, a lot of running around, provided the opening for the fifth goal. Cairns was called upon to make some outstanding saves. The Command continued to press hard for a goal and, on a couple of occasions, Turner went near with a first-time shot. Command were having their share of the play, but many good moves fizzled out in the opponent's penalty box. With two minutes to the final whistle, Hampshire completed their scoring. Pusk hitting number six with a beautiful drive.

Very briefly, Air Command in their first match were beaten by a fitter and faster team, which, although the strongest Hampshire team for years, demonstrated many weaknesses for the Air Command selectors to ponder over.

## NOVICES BOXING—AIR COMMAND FIGHTERS SHOW GOOD SPIRIT

SEVENTEEN entries finally took part in the R.N. Novices' Individual Championships, held at the Royal Naval Barracks, Portsmouth, on October 14. Although a rather disappointing number, in the event it was an equivalent proportion of the total entries from other commands.

As was expected from novices, skill and technique gave way to spirit and guts. The preliminary bouts saw seven of our entries eliminated, and nine through to the quarter and semi-finals. Six of these went out after some very close contests. Space does not allow an account of each bout, but two are worthy of mention. N. A. Lanstaff (Lossiemouth) narrowly lost to R. E. M. Knight (Ariel)—a very close contest—a pity these two Air Command boxers had to draw each other in the semi-final. J. E. M. Gerrussi (Ariel) boxed gamely although outclassed and outpunched by a much stronger opponent.

All three finalists lost, but N. A. Keir (Lossiemouth) gave a very good account of himself, and the decision was very close. Chief Electrician Wilson (Abbotsinch) took part in a special contest, and unfortunately had to retire with a damaged eye. Up to this point, this looked as though it would have been the best bout on the bill.

A report on the Home Air Command boxers who took part in the R.N. Class "C" and "Open" Trials will be included in the next issue. At the time of going to press, Air Command has a total entry of eight and 11 boxers respectively in these events.

## "CATS" IN MEDWAY

MUCH interest in Medway yachting circles has been provoked by the appearance of two twin-hulled catamarans built and sailed by ratings of the Reserve Fleet, Chatham. The leading builders were Shipwrights Michael Marrissey and John Greenwood. The leading sailors are Shipwright B. Kitchingham and E.A. R. Field, who have been racing with the catamarans as far afield as Burnham-on-Crouch.

Ratings of the Reserve Fleet also get in sea time in their 72-foot motor launch which is used for week-end trips which are run very much on a "do the other man's job" basis, with seamen cooking, stokers on deck, etc.

## Air Command (soccer) Cup

THE results to date are as follows: 1st round: Bramcote, 3; Yeovilton, 5. Cudrosc, 3; Brawdy, 2. 2nd round: Arbroath, 3; Eglinton, 2. Lossiemouth, 4; Abbotsinch, 4 (after extra time). Replay: Lossiemouth, 4; Abbotsinch, 1.

## LEE LOSES IN CHANNEL ISLES

Augmented Dædalus XI, 2;  
Rangers F.C., 5.

THIS annual charity match, in aid of the King George V Fund, between an augmented Dædalus XI and Rangers F.C. (last year's G.F.A. League champions), was played on Saturday, October 11, at the Track, Guernsey, before a good crowd who braved the rather dismal weather.

Dædalus kicked off and went into the attack straight away, but this came to nothing. The slippery conditions did not help very much and the ball was swung from end to end with no positive result. A defensive error allowed the Rangers centre forward through on his own and he calmly dribbled the ball round the advancing goalkeeper and shot into the empty net. From this setback N.A.S. Lee team went for the equaliser, which came four minutes later. Morgan beat the full-back and his centre found Boyes, who netted from close range. Cook, the young centre half, was having a good game, but was unlucky enough to slip on the greasy surface and the Rangers centre forward restored the lead.

## JUST WIDE

From the restart the Navy boys went into the attack and shots by Willott and a flying header by Boyes went just wide. Further attacks on the Rangers goal brought a series of shots, but stout work by the defence and a certain amount of luck kept the ball out. In the closing seconds Boyes scored a second goal for Dædalus.

## YEOVILTON WINS MIDLAND AREA HOCKEY

IT has not been possible to give all the results of Air Command Festivals at the time of going to print.

Known results are as follows: Yeovilton triumphed over Bramcote and Brawdy to win the "Midland Area." Abbotsinch were clear winners of the "Northern Area," with Eglinton second, Lossiemouth, third, and Arbroath, fourth.

The Southern Area and Air Command Festival results will be given in the next issue.

## NAVY CUP (HOME AIR COMMAND DIVISION)

THE Home Air Command Divisional winners in the Navy Cup soccer competition this season came from N.A.S. Lee who, in a spirited rather than skilful game, beat N.A.S. Yeovilton by 4-2 in the zonal final played at Manor Way Ground on Wednesday, October 15.

## Rugby Football Trials

FORTY players assembled at R.N.A.S. Yeovilton on Monday, October 13, for trials and instruction, particularly with reference to the new rules. All of this was in the capable hands of Cdr. Peter Sindery, a former Navy and Combined Services player.

The facilities and assistance given by R.N.A.S. Yeovilton help the players to settle down quickly to a heavy programme of trials under the watchful eye of the chairman, H.A.C.R.U., Capt. D. B. Law, M.B.E., D.S.C., A.R.A.E.S.

On conclusion of the trials, a match was played in the evening, on October 15, against Bridgwater. The Air Command won this keen game by 19 points to 8.

This game was followed by a further preliminary match versus Taunton, in preparation for the first representative match against Britannia Royal Naval College, Dartmouth, on Saturday, October 18, details of which will be reported in next month's issue.

The Bambara Trophy Knock-out Competition is now under way. Result to date is as follows: Lossiemouth, 3 points; Arbroath, 0.

## SOCCER— Portsmouth Command

THE first Command game was against Sussex County Football Association on October 8. The selectors were of the opinion that quite a good side had been selected, and had every hope of beating Sussex, thereby avenging the defeat of the 1957 season.

This, however, was not to be so for Sussex took control, and went out worthy winners 5-1. The Command team was made to look very moderate in most departments; in particular, there appeared to be a lack of ability to get the ball from the defence to the forwards and keep it there.

The second Command game, the Trafalgar Cup match, R.N. (Portsmouth) versus Royal Marines (Portsmouth) on October 15, provided thrills and excitement. The Royal Marines played good, hard football, and at one time were in the lead, and even towards the end of the game fought hard and almost equalised. It must be appreciated that R.M. Barracks, Eastney, players have to battle against the pick of the remainder of the local Royal Navy and a win would indeed be an achievement. The result is this game was a repeat of the previous season's game, R.N. winning 5-3. Scorers: Royal Navy: Buck (1), Watson (2), Littleales (2). Royal Marines: McIlveny (2), Bashford (1).

## PORTSMOUTH DIVISIONAL NAVY CUP

First Qualifying Round: Reserve Fleet, 4; Vernon, 3. Osprey, 2. Victory, 5. J.A.S.C.W., Poole, 2. Excellent, 1. Mercury, 3. R.M., 4. Collingwood, 4. Diligence, 1.  
Second Qualifying Round: R.M., 4; Sultan, 0. Reserve Fleet, 3; J.A.S.C.W., Poole, 2. Victory, 2; Dryad, 0. Collingwood, 5; Dolphin, 4.  
Divisional Semi-final: Collingwood, 6; Reserve Fleet, 2. Victory, 5; R.M., 6.

The final, Collingwood v. Royal Marines was played on October 22, Collingwood winning 4-0.

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